# **Master Minimum Equipment List**

Revision: 57 Date: 09/29/2014

### Boeing 737 B-737-100/200/300/400/500/600/700/800/900/900ER

Mikal K. Campanello Chair, Flight Operations Evaluation Board (FOEB)

> Federal Aviation Administration Seattle Aircraft Evaluation Group 1601 Lind Ave SW Renton, WA 98057

Telephone: (425) 917-6600 FAX: (425) 917-6638

Date: 09/29/2014

# MASTER MINIMUM EQUIPMENT LIST B-737

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80 - Engine Starting	80-1	55	04/12/2011

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### **Highlights of Change**

EFFECTIVE ABOVE DATE, the Boeing 737 Master Minimum Equipment List has been revised. Please replace affected sections for a complete up-to-date MMEL. SEE NOTE BELOW FOR IMPORTANT INFORMATION ABOUT THIS REVISION. Retain this sheet with your MMEL until the next revision is issued.

NOTE 1: Pages ARE NOT itemized in a CONTROL PAGE for individual revisions. Rather, the ATA section will contain the applicable number of pages and revision number. Any changes to any item within an ATA section will result in the entire section receiving a revision number. To find any revised item within the section see the list below.

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System/Sequence Number AIR CONDITIONING	Remarks
<ol> <li>Cabin Altitude Warning System</li> </ol>	
2) CABIN ALTITUDE Light	
a) -100/-200/ -300/-400/-500 (upon incorporation of Boeing Service Bulletin 737-31A1325)	Deleted in Revision 57 to comply with 14 CFR requirements pertaining to item mandated by AD.
b) -300/-500 (upon incorporation of ARC Avionics STC ST03945AT)	Deleted in Revision 57 to comply with 14 CFR requirements pertaining to item mandated by AD.
c) -600/-700/ -800/-900 (upon incorporation of Boeing Service Bulletin 737-31A1332, or production equivalent) STC ST03312NY	Add STC ST03312NY to list. Relief changed to comply with 14 CFR requirements pertaining to items mandated by AD.
40. Equipment Cooling Flow Control Valve/Overboard Exhaust Valve	
2) Digital control System	
d) (-900)	Corrected Temperature for Celsius from 30 to 39 degrees.

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#### MASTER MINIMUM EQUIPMENT LIST B-737

#### System/Sequence Number AUTO FLIGHT

22

#### Remarks

### 1. Autopilot Systems

(One Autopilot System Required)

Added "Maybe inoperative provided approach minimums do not require its use." to match AFM delineated weather minima.

15. Mode Control Panel Switches / Paddles -200/-300/-400/-500/-600/-700/-800/-900

> 2) A/P CMD Engage Switches (one required)

Added "Maybe inoperative provided approach minimums do not require its use." to match AFM delineated weather minima.

#### 23 COMMUNICATIONS

- 1. Flight Deck Speakers
  - Airplanes with Audio Accessory Unit (AAU)(TCAS, GPWS, Aural Alert Voices Considered Inoperative)

Split relief for airplanes with an Audio Accessory Unit (AAU) and Remote Electronics Unit (REU). Airplanes with an AAU can hear the altitude alert, TCAS, GPWS aural alerts thru the Aural Warning Unit. Airplanes with a REU must either consider the altitude alert, TCAS, GPWS aural alerts inoperative or verify they operate normally.

 Airplanes with Remote Electronics Unit (REU)(TCAS, GPWS, Aural Alert Voices Considered Inoperative) Split relief for airplanes with an Audio Accessory Unit (AAU) and Remote Electronics Unit (REU). Airplanes with an AAU can hear the altitude alert, TCAS, GPWS aural alerts thru the Aural Warning Unit. Airplanes with a REU must either consider the altitude alert, TCAS, GPWS aural alerts inoperative or verify they operate normally.

- 4. Crewmember Interphone System
  - For an Operator other than a holder of an Aircarrier or Commercial Operator Certificate.

Added relief for operators that are not holders of an air carrier or commercial operator certificate.

Flight Deck Headsets
 Earphones/Headphone
 s and Boom
 Microphones

Clarified relief 23-14 to match MMEL Policy Letter PL-58 for captain or first officer earphones/headphones and remove observer equipment as it is covered in observer seat relief.

- Alerting System (Audio/Visual)
  - d) Flight Attendant Visual & Audio Alerting System

Added relief for aircraft with less than 19 takeoff and landing seats and/ or no Flight Attendant required by 14 CFR.

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23	System/Sequence Number COMMUNICATIONS (continued)	Remarks
	20. Handset Systems	
	b) Cabin	Added relief for cabin configurations that have only one handset installed.
25	EQUIPMENT AND FURNISHINGS	
	6. Passenger Seat(s) (Includes STC ST10238SC)	
	5) Seat Belt Air Bag Restraint Systems	Added "***" Seat Belt Air Bag Restraint is not installed on all airplanes.
	<ul><li>a) Seat Belt Air Bag</li><li>Restraint System</li><li>Required By CFR</li></ul>	Renamed item to Seat Belt Air Bag Restraint System
	<ul><li>b) Seat Belt Air Bag</li><li>Restraint System Not</li><li>Required by CFR</li></ul>	Renamed item to Seat Belt Air Bag Restraint System
	11. Observer Seat(s)	Updated to include PL 56 relief for seats not required by 14 CFR
	<ol> <li>Emergency Flashlight Holders/ Flashlights</li> </ol>	
	1) Cabin	Revised wording to have a flashlight of equivalent characteristics readily available, similar to other Boeing aircraft.
	2) Flight Deck	Revised wording to have a flashlight of equivalent characteristics readily available, similar to other Boeing aircraft.
	20. Exterior Lavatory Door Ashtrays	Updated relief to match Airworthiness Directive
	24. Storage Bins/Cabin, Galley and Lavatory Storage Compartments/ Closets	Revised requirement to include affected bins, compartments and closets when emergency equipment are located in these storage areas.

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28	System/Sequence Number FUEL	Remarks
	25. Center Tank Fuel Boost Pump Automatic Shut Off System (Service Bulletin 737-28A1228, 737-28A1216,737- 28A1206, or Equivalent Installed)	
	3) -600/-700/-800/ -900	Revised conversion value of 1000 pounds to 453 kg in proviso (f) and (i).
30	ICE and RAIN PROTECTION	
	13. Windshield Wiper System(s)	Revised the term "nautical" miles to "statute" miles.
	3) Low Speed Function	Revised Low Speed Function relief to state the associated high speed function operates normally rather than both high speed functions operate normally. There could be only one low speed function inoperative for this item.
31	INDICATING / RECORDING SYSTEMS	
	Flight Data Recorder     System (FDR)	Updated to include PL 87 relief for operators other than holders of an air-carrier or commercial operator certificate.
	14. TAKEOFF CONFIG Light	
	1) -100/-200/-300/-400/- 500 (upon incorporation of Boeing Service Bulletin 737-31A1325)	Deleted in Revision 57 to comply with 14 CFR requirements pertaining to item mandated by AD.
	2) -300/-500 (upon incorporation of ARC Avionics STC Number ST03945AT)	Deleted in Revision 57 to comply with 14 CFR requirements pertaining to item mandated by AD.
	3) -600/-700/-800/-900 (upon incorporation of Boeing Service Bulletin 737-31A1332, or production equivalent) STC ST03312NY	Add STC ST03312NY to list. Relief changed to comply with 14 CFR requirements pertaining to items mandated by AD.

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		B-737
32	System/Sequence Number LANDING GEAR	Remarks
	3. Parking Brake Valve (-300/-400/-500/-600 /-700/-800-900)	Added MMEL requirement to deactivate the antiskid system for visibility. This action is already accomplished in the DDG (M) procedure.
33	LIGHTS	
	Cockpit/Flight     Deck/Flight     Compartment and     Instrument Lighting     System	Updated per FAA MMEL Policy Letter PL-77 revision 4.
34	NAVIGATION	
	15. Weather Radar	
	<ol> <li>Weather Radar without Windshear Detection and Avoidance System (Predictive) Installed</li> </ol>	Removed MMEL note in item on alternate procedures. Note was added in error, there is no MMEL requirement to establish alternate procedures.
	18. ATC Transponders and Automatic Altitude Reporting System	
	ADS-B Squitter     Transmissions	Revised ADS-B squitter relief per PL-76 revision 6.
	20. Radio Altimeter Systems	
	1) Receiver/ Transmitters	
	b) (-300/-400/ -500)	Revised MMEL requirement to clarify that only the associated flight director is not used for approach and landing.
	c) (-600/-700 -800/-900)	Revised MMEL requirement to clarify that only the associated flight director is not used for approach and landing.
36	PNEUMATICS	
	Precooler Control     Valves	
	2) -300/-400/-500/-600/ -700/-800/-900	Added relief for Precooler Valves inoperative in the full open position for the -600/-700/-800/-900 and added (O) provisions to take appropriate performance adjustments.

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46	System/Sequence Number INFORMATION SYSTEMS	Remarks
	2. Onboard Network System (ONS) (-700/-800/-900)	New item sequence item added to MMEL
52	DOORS	
	Door Warning Light     System	
	Entry/Service/ Cargo/ Equipment/ Airstair	Clarified intent of the MMEL requirement to verify associated door is closed and locked before each departure.
	2) Overwing (-600/-700/ -800/-900)	Clarified intent of the MMEL requirement to verify associated door is closed and locked before each departure.
	4) Mid-Exit (-900ER)	Clarified intent of the MMEL requirement in to verify associated door is closed and locked before each departure.

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# MASTER MINIMUM EQUIPMENT LIST B-737

### Definitions

Insert current Policy Letter 25 DEFINITIONS here.

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# MASTER MINIMUM EQUIPMENT LIST B-737

#### Preamble

Insert current Policy Letter 34 or 36, as applicable, PREAMBLE here.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION						MASTER MINIMU	M EQUIPME	NT LIST
AIRCRAFT:				RE	VISION NO :		57	PAGE:
B-737				DA	TE:	09/29/2014	1	21-1
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMI	BER INSTALLE	ED		
				3.	NUMBER RE	QUIRED FOR DISPA	АТСН	
21 - AIR CONDI	TIONING				4. REM	ARKS OR EXCEPT	IONS	
1. Air Col Packs	nditioning							
Cor	Passenger nfiguration Models)							
	(-100/-200/ -300/-400/ -500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks)	С	2	1		or ER operations, one ht altitude remains at		
	(-700IGW/-800 with PATS Auxiliary Fuel Tanks)	С	2	1	inoperative p a) Flig and b) Au (if i	ght altitude remains a	at or below Fl	n system
c)	(-900)	С	2	1	inoperative p c) Fliq d) For and e) Air	ght altitude remains a rward cargo heat duc	at or below Flot is secured of	closed, ot
d)	(-100/-200)	С	2	0	inoperative p	pt for ER operations, provided flight is conc ed configuration.		

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AIRCRAFT:			RE	VISION NO: 57 PAGE:
B-737			DA	TE: 09/29/2014 21-2
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
Air Conditioning     Packs (Cont'd)				
All Passenger     Configuration (All     Models) (Cont'd)				
e) (-300/-400/ -500)	С	2	0	<ul> <li>(M)(O) Except for ER operations, both may be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration, and</li> <li>b) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</li> </ul>
f) (-600/-700/ -800)	С	2	0	<ul> <li>(M)(O) Except for ER operations, both may be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Recirculation fan(s) operates normally,</li> <li>c) Both E / E equipment cooling exhaust fans operate normally,</li> <li>d) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and</li> <li>e) Auxiliary tanks, if installed, remain empty or auxiliary fuel is included as part of zero fuel weight.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</li> <li>(Continued)</li> </ul>

U.S. DEPARTMENT OF TRANS				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			RE	EVISION NO: 57 PAGE:
B-737			DA	ATE: 09/29/2014 21-3
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUM	IBER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
<ol> <li>Air Conditioning Packs (Cont'd)</li> </ol>	<u>.</u>			
All Passenger     Configuration (All     Models) (Cont'd)				
g) (-900)	С	2	0	<ul> <li>(M)(O) Except for ER operations, both may be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Recirculation fans operate normally,</li> <li>c) Both E / E equipment cooling exhaust fans operate normally,</li> <li>d) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and</li> <li>e) Forward cargo heat duct is secured closed, and</li> <li>f) Airport ambient temperature does not exceed 103° F (39° C).</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</li> </ul>
2) Combi and All Cargo Configurations (737C, QC, and STC's ST01566LA, and ST01961SE)	С	2	0	<ul> <li>(M)(O) Except for ER operations, both may be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration, and</li> <li>b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</li> </ul>
a) Right Pack	С	1	0	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250.  (Continued)

	PARTMENT OF TRANSF L AVIATION ADMINIST			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	 FT:			REV	/ISION NO : 57 PAGE:
B-737				DAT	
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	BER INSTALLED
NOMBE				3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS
1.	Air Conditioning Packs (Cont'd)				
	2) Combi and All Cargo Configurations (737C, QC, and STC's ST01566LA, and ST01961SE) (Cont'd)				
	b) Left Pack	С	1	0	<ul> <li>(O) Except for ER operations, may be inoperative provided: <ul> <li>a) Flight Altitude remains at or below FL250, and</li> <li>b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ul> </li> </ul>
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
	3) All Cargo Configuration (-700C)	С	2	1	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250.
	4) Pemco COMBI (STC ST03387AT), and All Cargo Configurations	С	2	1	Except for ER operations, one may be inoperative provided only flight deck is occupied.
		С	2	1	(O) Except for ER operations, one may be inoperative provided flight altitude remains at or below FL 250 (Continued)

U.S. DEPARTMENT OF TRANS			١			
FEDERAL AVIATION ADMINIST	RATIO	NC		MASTER MINIMUM E		
AIRCRAFT:				ISION NO:	57	PAGE:
B-737 SYSTEM &	1.		DAT	E: 09/29/2014		21-5
SEQUENCE ITEM NUMBER	••	2.	NUMB	ER INSTALLED		
			3.	NUMBER REQUIRED FOR DISPATO	Н	
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTION	S	
Air Conditioning     Packs (Cont'd)						
4) Pemco COMBI (STC ST03387AT), and All Cargo Configurations (Cont'd)						
	С	2	0	(M)(O) Except for ER operations, maprovided:  a) Flight is conducted in an unconfiguration, and b) Procedures are established ensure main deck cargo coremains empty or is verified empty cargo handling equipolation (ballast may be loaded in Laway Kits.	npressurized and used ompartmend to contain pment, bald JLDs), and	ed d to nt n only llast l/or Fly
				approved for inclusion in Fly which materials can be used	Away Kits	s and
5) All Cargo Configuration (STC ST01827LA and ST00283AT)	С	2	1	(O) Except for ER operations, one m provided flight altitude remains at or		
	С	2	0	(M)(O) Except for ER operations, maprovided:  a) Flight is conducted in an unconfiguration, and b) Procedures are established ensure the main deck cargoremain empty or are verifically empty cargo handling equivalent (ballast may be loaded in Away Kits.  NOTE: Operator MELs must define the approved for inclusion in the and which materials can be	inpressurized and use go compared to contain ipment, baut ULDs), and which item he Fly Awa	zed d to tments ain only allast d/or Fly as are ay Kits

	PARTMENT OF TRANSI AL AVIATION ADMINIST			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					/ISION NO: 57 PAGE:
B-737				DAT	TE: 09/29/2014 21-6
SYSTEM SEQUE NUMBE	NCE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS
2.	Pack Air Flow/Shut-off Valves (includes STC SA2969SO)	С	2	0	(M)(O) May be inoperative deactivated closed.
	1) High Flow Mode (-300/-400/-500/ -600/-700/-800/ -900)	С	2	0	
	2) APU High Flow Mode	С	2	0	
3.	Pack Trip Warning Systems	С	2	0	(M)(O) May be inoperative provided associated pack is not used.
4.	Pack Turbofan (-100/-200/-300/-400/ -500) 1) All Passenger Configuration (All Models)	С	2	0	(O) May be inoperative provided associated pack(s) is operated only in flight with flaps retracted.
	2) Combi and All Cargo Configurations (737C, QC, STC's SA2969SO, ST01566LA, and ST01961SE)				
	a) Right Pack Turbofan	С	1	0	(O) May be inoperative provided right pack is operated only in flight with flaps retracted.
	b) Left Pack Turbofan	С	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Left pack is operated only in flight with flaps retracted, and</li> <li>b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ul> </li> </ul>
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.

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B-737				DAT	TE: 09/29/2014 21-7
SYSTEM SEQUEN NUMBER	EQUENCE ITEM 2.		NUMB	BER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING					4. REMARKS OR EXCEPTIONS
4.	Pack Turbofan (-100/-200/-300/-400 -500) (Cont'd)	/			
	3) All Cargo Configuration (STCs ST01827LA and ST00283AT)	С	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.
5.	Pack Ram Air Systems	С	2	0	<ul> <li>(M)(O) May be inoperative in FLIGHT OPEN position provided:</li> <li>a) Operations are not conducted on runways covered with slush, or on gravel runways, and</li> <li>b) Associated pack is not operated during takeoff or landing on wet runways or</li> </ul>
***	1) Exhaust Louver Assemblies (-100/-200/-300/ -400/-500)	С	2	0	runways with standing water.  (M)(O) May be inoperative provided:  a) Actuator(s) is disconnected, and b) Louver(s) is secured in full open position.
6.	Pack Turbofan Valves (-100/-200/ -300/-400/-500)				
	All Passenger     Configuration     (All Models)	С	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted.
	2) Combi and All Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, and ST01961SE)	I			
	a) Right Pack Turbofan Valve	С	1	0	(M)(O) May be inoperative closed provided right pack is operated only in flight with flaps retracted.  (Continued)

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AIRCR/	AFT:			RI	EVISION NO: 57 PAGE:					
B-737					ATE: 09/29/2014 21-8					
SYSTEM SEQUE NUMBE	NCE ITEM	1.	2.	NUN	UMBER INSTALLED					
HOMBE				3.	NUMBER REQUIRED FOR DISPATCH					
21 - AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS					
6.	Pack Turbofan Valves (-100/-200/ -300/-400/-500) (Cont'd)									
, , ,		1	0	<ul> <li>(M)(O) May be inoperative closed provided:</li> <li>a) Left pack is operated only in flight with flaps retracted, and</li> <li>b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ul>						
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.					
	3) All Cargo Configuration (STCs ST01827LA and ST00283AT)	С	2	0	(M)(O) May be inoperative closed provided associated pack(s) is operated only in flight with flaps retracted					
7.	RAM DOOR FULL OPEN Indicating Lights	С	2	0						
8.	Air Mix Valves (-100/ -200/-300/-500/-600/ -700)	С	2	0	(M)(O) May be inoperative provided associated pack is not used.					
9.	Air Mix Valve Position Indicators (-100/-200/-300/-500/ -600/-700)	С	2	0						

U.S. DEPARTMENT OF TRANSPO FEDERAL AVIATION ADMINISTRA		N	MASTER MINIMUM EQUIPMENT LIST						
AIRCRAFT:		R	REVISION NO: 57 PAGE:						
B-737		D	DATE: 09/29/2014 21-9						
SYSTEM & 1 SEQUENCE ITEM NUMBER	2.	NUI	NUMBER INSTALLED						
		3.	NUMBER REQUIRED FOR DISPATCH						
21 - AIR CONDITIONING			4. REMARKS OR EXCEPTIONS						
10. Cabin Rate of Climb Indicator									
1) Analog Control System (-100/ -200/-300/-400/ -500)	C 1	0	May be inoperative provided AUTO and STBY control modes operate normally.						
	C 1	0	(M)(O) May be inoperative provided flight is conducted in unpressurized configuration.						
2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	C 1	0	May be inoperative provided AUTO and ALTN control modes operate normally.						
a) (-300/-400/ -500)	C 1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Flight is conducted in unpressurized configuration, and</li> <li>a) Outflow valve is positioned to 25% open position.</li> </ul>						
b)(-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135, or 737-21-1163 or their production equivalents)	C 1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Flight is conducted in unpressurized configuration,</li> <li>b) Outflow valve is positioned to 25% open position, and</li> <li>c) Recirculation fan(s) operates normally.</li> </ul> (Continued)						

U.S. DEF	PARTMENT OF TRANSF	PORT	OITA	1					
	L AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			RE	VISION NO: 57 PAGE:				
B-737				DA <sup>-</sup>	TE: 09/29/2014 21-10				
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMI	BER INSTALLED				
	-			3.	NUMBER REQUIRED FOR DISPATCH				
21 - AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS				
10.	Cabin Rate of Climb Indicator (Cont'd)	ļ							
	2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)								
	c)(-600/-700/ -800 upon to incorporation of Boeing Service Bulletins 737-26-1121, and either 737-21-1163 or their production equivalents)	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> <li>c) Outflow valve is positioned to 25% open position, and</li> <li>d) Recirculation fan(s) operate normally.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</li> </ul>				
	d) (-900)	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Flight is conducted in unpressurized configuration,</li> <li>b) Outflow valve is positioned to 25% open position,</li> <li>c) Recirculation fans operate normally,</li> <li>d) Forward cargo heat duct is secured closed, and</li> <li>e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).</li> </ul>				
11.	Cabin Altitude Warning System	С	1	0	May be inoperative provided flight altitude remains at or below 10,000 feet MSL.				
***	High Altitude     Warning System	С	1	0	May be inoperative provided procedures do not require its use.  (Continued)				

	ARTMENT OF TRANSF AVIATION ADMINIST			1		MASTER MINIMUN	M EQUIPMEN	NT LIST
AIRCRAI				REV	/ISION NO :		57	PAGE:
B-737				DAT		09/29/2014		21-11
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.	NUME	BER INSTALLED	)		
	•			3.	NUMBER REQ	UIRED FOR DISPA	тсн	
21 - AIR	CONDITIONING				4. REMA	RKS OR EXCEPTION	ONS	
11.	Cabin Altitude Warning System (Cont'd)							
***	2) CABIN ALTITUDE Light							
	a) -100/-200/ -300/-400/-500 (upon incorporation of Boeing Service Bulletin 737-31A1325)				Deleted in Rev	vision 57		
					Deleted in Rev	vision 57		
	b) -300/-500 (upon incorporation of ARC Avionics STC ST03945AT)				Deleted in Rev	vision 57		
					Deleted in Rev	vision 57		
	c) -600/-700/ -800/-900 (upon incorporation of Boeing Service Bulletin 737-31A1332, or production equivalent) STC ST03312NY	С	2	1	TAKEOFF CO and flight crew warning indica start for the first	operative provided a NFIG warning light of performs a briefing ations and procedure st flight of the day of er flight crew memb	operates nor on cabin alt es before eng r following ar	itude   gine

		MENT OF TRANS IATION ADMINIST			1			MASTER MINIMUM	MASTER MINIMUM EQUIPMENT LIS			
AIRCRAF	T:					REV	ISION N	0:	57	PAGE:		
B-737						DAT	E:	09/29/2014		21-12		
SYSTEM & SEQUENC NUMBER		ITEM	1.	2.	N	NUMBER INSTALLED						
					3.	.						
21 - AIR C	ON	DITIONING					4.	REMARKS OR EXCEPTION	ONS			
		oin Altitude cator	ļ									
,	•	Analog Control System (-100/ -200/-300/-400/ -500)	С	1		0	a)	inoperative provided: Cabin differential pressure normally, and A chart is provided to crew differential pressure to cab	to convert	perates		
			С	1		0		May be inoperative providented in an unpressurized co				
2		Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	С	1		0	a)	e inoperative provided: Cabin differential pressure normally, and A chart is provided to crev differential pressure to cal	v to convert	perates		
		a) (-300/-400/ -500)	С	1		0	(M)(O a) b)	configuration, and	ınpressurize			
		b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21-1135 or 737-21- 1163 or their production equivalents)	С	1		0	(M)(O) a) b) c)	May be inoperative provide Flight is conducted in unpre configuration, Outflow valve is positioned position, and Recirculation fan(s) operate	essurized to 25% ope			

FEDERAL AVIATION	ADMINISTR	KAII	JN		MASTER MINIMUM EQUIPMEN							
AIRCRAFT:					/ISION NO :	57	PAGE:					
B-737 SYSTEM &		1.		DA	E: 09/29/20	114	21-13					
SEQUENCE NUMBER	ITEM		2.	NUMI	NUMBER INSTALLED							
				3.	NUMBER REQUIRED FOR DIS	PATCH						
21 - AIR CONDITION	ING				4. REMARKS OR EXCEP	PTIONS						
12. Cabin Altitu Indicator (C												
	(-300/ 00/-600/ 00/-900)											
inco of Bo Serv Bulle 26-1 737- and 737- or 73 1163 prod	upon rporation oeing	С	1	0	<ul> <li>(M) (O) May be inoperative pro <ul> <li>a) Flight is conducted in a configuration,</li> <li>b) Procedures are establisensure lower forward caremains empty, or is veen empty cargo handling equation (ballast may be loaded Away Kits.</li> <li>c) Outflow valve is position position, and</li> <li>d) Recirculation fan(s) open</li> </ul> </li> <li>NOTE: Operator MELs must deapproved for inclusion in which materials can be</li> </ul>	n unpressurize shed and used argo compartm rified to contai equipment, ball in ULDs), and/ ned to 25% op erate normally. efine which iter n Fly Away Kit	to nent n only ast 'or Fly en ms are s and					
d) (-900	))	С	1	0	<ul> <li>(M)(O) May be inoperative proval</li> <li>a) Flight is conducted in unconfiguration,</li> <li>b) Outflow valve is position position,</li> <li>c) Recirculation fans operal</li> <li>d) Forward cargo heat dud and</li> <li>e) Airport ambient temperal</li> <li>103 degrees F (39 degrees)</li> </ul>	npressurized ned to 25% op ate normally, of is secured clature does not	osed,					

U.S. DEPARTMENT FEDERAL AVIATION			N		MASTER MINIMUM	EQUIPMEN	NT LIST
AIRCRAFT:			RE	EVISION NO :		57	PAGE:
B-737			DA	ATE:	09/29/2014		21-14
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMI	IBER INSTALL	ED		
			3.		EQUIRED FOR DISPAT		
21 - AIR CONDITIONING				4. REM	MARKS OR EXCEPTIO	NS	
13. Cabin Diffe Pressure Ir							
System	Control ( n (-100/ :00/-400/	1	0	a) Cal and b) A c	perative provided: pin altitude indicator ope I hart is provided to crew aude to differential press	to convert	
	(	1	0		be inoperative provided ssurized configuration.	d flight is co	nducted
System -400/-5	Control ( n (-300/ 00/-600/ 00/-900)	1	0	a) Ca and b) A d	perative provided: bin altitude indicator oped bin altitude indicator oped bhart is provided to crew tude to differential press	to convert	
a) (-30 -500	0/-400/	1	0	a) Flig con b) Out	be inoperative provident is conducted in an un figuration, and flow valve is positioned tition.	pressurized	
inco of B Serv Bull 26-7 737 and 737 or 7 116 proc	) prior to orporation oeing		0	a) Flight confidence of the co	be inoperative provided to the isconducted in unprefiguration, flow valve is positioned to tion, and irculation fan(s) operate	ssurized to 25% ope	

	PARTMENT OF TRANSF L AVIATION ADMINISTI			ļ	MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:			REV	VISION NO: 57 PAGE:					
B-737				DAT	TE: 09/29/2014 21-15					
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	JMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
21 - AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS					
13.	Cabin Differential Pressure Indicator (Cont'd)	ļ								
	2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)									
	c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21-1135 or 737-21- 1163 or their production equivalents)	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> <li>c) Outflow valve is positioned to 25% open position, and</li> <li>d) Recirculation fan(s) operate normally.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</li> </ul>					
	d) (-900)	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Flight is conducted in unpressurized configuration,</li> <li>b) Outflow valve is positioned to 25% open position,</li> <li>c) Recirculation fans operate normally,</li> <li>d) Forward cargo heat duct is secured closed, and</li> <li>e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).</li> </ul>					
14.	Cabin Pressure Control System									
	1) Analog Control System Automatic/ Standby Modes (-100/ -200/-300/ -400/-500)	С	2	1	(O) One may be inoperative provided manual mode (AC and DC actuators) operates normally.					
	-400/-300)				(Continued)					

AIRCR	ΔFT·				RF	/ISION NO :	57	PAGE:			
B-737	Д				DA		9/2014	21-16			
SYSTE	M &		1.	2.		NUMBER INSTALLED					
SEQUE NUMBI		ITEM		2.	NOW	DER INSTALLED					
ITOINE					3.	NUMBER REQUIRED FOR	DISPATCH				
21 - All	R CON	IDITIONING				4. REMARKS OR EX	CEPTIONS				
14.	Co	bin Pressure ntrol System ont'd)									
	2)	Analog Control System Automatic/ Standby/Manual Modes (-100/ -200/-300/-400/ -500)	С	3	0	(M)(O) May be inoperative provided:  a) Outflow valve is dea and b) Extended overwate	activated open or r	removed,			
	3)	Digital Control System Automatic Modes (-300/ -400/-500/-600/ -700/-800/-900)	С	2	1	(M)(O) One may be inoperated a) Manual mode operated b) Inoperative controll c) Auxiliary fuel bleed (if installed) is verificated departure.	ates normally, er is deactivated, a air pressurization	system			
		a) (-300/-400/ -500)	С	2	0	(M)(O) May be inoperative provided:  a) Outflow valve is deposition or removed b) Extended overwate	activated in 25% o d, and	pen			
		b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-26-1121, and either 737-21-1163 or their production equivalents)	С	2	0	(M)(O) May be inoperative provided:  a) Outflow valve is deal position or removed b) Recirculation fan(s) c) Extended overwate d) Auxiliary tanks (if in auxiliary fuel is included) weight.	activated in 25% o d, operates normally r flight is prohibited istalled) remain em	pen /, d, and npty or			
						(Continued)					

U.S. DEPARTMENT OF TRANSF FEDERAL AVIATION ADMINIST			1	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REV	/ISION NO : 57 PAGE:
B-737			DAT	ΓΕ: 09/29/2014 21-17
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	BER INSTALLED
HOMBER			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
14. Cabin Pressure Control System (Cont'd)  3) Digital Control System Automatic Modes (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)  c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21-1135 or 737-21- 1163 or their production equivalents)	С	2	0	<ul> <li>(M) (O) May be inoperative for unpressurized flight provided: <ul> <li>a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> <li>b) Outflow valve is deactivated in 25% open position or removed,</li> <li>c) Recirculation fan(s) operate normally,</li> <li>d) Extended overwater flight is prohibited, and</li> <li>e) Auxiliary tanks (if installed) remain empty or auxiliary fuel is included as part of zero fuel weight.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and</li> </ul>
d) (-900)	С	2	0	which materials can be used as ballast.  (M)(O) May be inoperative for unpressurized flight provided:  a) Outflow valve is deactivated in 25% open position or removed,  b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).  (Continued)

	PARTMENT OF TRANS AL AVIATION ADMINIST		MAST	ER MINIMUM EQ	UIPMEN	NT LIST				
AIRCRA	AFT:			RE	ISION NO :		57	PAGE:		
B-737				DAT	E:	09/29/2014		21-18		
SYSTEM SEQUEI NUMBE	NCE ITEM	1.	2.	NUME	SER INSTALLED					
				3.	NUMBER REQUIRED	FOR DISPATCH				
21 - AIR	CONDITIONING				4. REMARKS C	OR EXCEPTIONS				
14.	Cabin Pressure Control System (Cont'd)									
	4) Digital Control System Manual Mode (-300/- 400/-500/-600/ -700/-800/-900)									
	a) (-300/-400/ -500)	С	1	0	provided:  a) Outflow valve position or re	be inoperative for unpressurized flight low valve is deactivated in 25% open ion or removed, and nded overwater flight is prohibited.				
	b) (-600/-700/ -800 all passenger configuration prior to incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21- 1163 or their production equivalents)	C	1	0	position or re b) Recirculation	e deactivated to 25	5% open ormally,	and		
					(Continued)					

U.S. DEPARTMENT OF TRANS FEDERAL AVIATION ADMINIST			l	Λ	MASTER MINIMUN	4 EOLUDME	NT LICT
AIRCRAFT:	IXATI		DEV	'ISION NO :	WASTER WINNING	57	PAGE:
B-737			DAT		09/29/2014		21-19
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.		BER INSTALLED	00/20/2011		
TOMBER .			3.	NUMBER REQU	IRED FOR DISPA	тсн	
21 - AIR CONDITIONING				4. REMAR	RKS OR EXCEPTION	ONS	
14. Cabin Pressure Control System (Cont'd)  4) Digital Control System Manual Mode (-300/-400/ -500/-600/-700/ -800/-900) (Cont'd)	1						
c) (-600/-700/ -800 all passenger configuration upon incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21-1135 or 737-21- 1163 or their production equivalents)	С	1	0	flight provided:  a) Procedule ensure remains empty of (ballast Away K b) Outflow position  c) Recirculd) Extended Approved	inoperative for unpures are established lower forward cargos empty, or is verificated handling equiparts be loaded in lits.  valve is deactivated or removed, lation fan(s) operated overwater flight or MELs must defined for inclusion in Finaterials can be use	d and used to compartmed to contain ipment, balla JLDs), and/or te normally, is prohibited e which item ity Away Kits	ent n only ast or Fly  pen and l.  ns are s and
d) (-900)	C	1	0	provided:  a) Outflow position b) Recircu c) Extende d) Forward and e) Airport a	inoperative for unp valve is deactivate or removed, lation fans operate ed overwater flight d cargo heat duct is ambient temperatu grees F (39 degree	ed in 25% op normally, is prohibited s secured clo re does not	oen I, osed,

U.S. DEPARTMENT OF TRANS FEDERAL AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REV	VISION NO: 57 PAGE:
B-737			DAT	E: 09/29/2014 21-20
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	ER INSTALLED
NO MELIC			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
15. Main Outflow Valve				
1) Analog Control System Outflow Valve Actuators (AC and/or DC) (-100/ -200/-300/ -400/-500)	С	2	1	One actuator may be inoperative for pressurized cargo-only flight, provided airplane is depressurized before landing.
	С	2	0	<ul> <li>(M)(O) May be inoperative for unpressurized flight provided:</li> <li>a) Outflow valve is deactivated open or removed, and</li> <li>b) Extended overwater flight is prohibited.</li> </ul>
2) Digital Control System Outflow Valve Automatic Mode Actuators				
a) (-300/-400/ -500)	С	2	1	One may be inoperative provided manual mode actuator operates normally.
	С	2	0	<ul> <li>(M)(O) May be inoperative for unpressurized flight provided:</li> <li>a) Outflow valve is deactivated in 25% open position or removed, and</li> <li>b) Extended overwater flight is prohibited.</li> </ul>
b) (-600/-700/ -800/-900)	С	2	1	One may be inoperative provided manual mode actuator operates normally.
c) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	2	0	<ul> <li>(M)(O) May be inoperative for unpressurized flight provided: <ul> <li>a) Outflow valve is deactivated in 25% open position or removed,</li> <li>b) Recirculation fan(s) operate normally, and</li> <li>c) Extended overwater flight is prohibited.</li> </ul> </li> <li>(Continued)</li> </ul>
				(Continued)

U.S. DEPARTMENT OF TRANS FEDERAL AVIATION ADMINIST			I	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			R	REVISION NO: 57 PAGE:
B-737			D	DATE: 09/29/2014 21-21
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUI	JMBER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
15. Main Outflow Valve (Cont'd)				
2) Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd)				
d) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21-1135 or 737-21- 1163 or their production equivalents)	C	2	0	<ul> <li>(M) (O) May be inoperative for unpressurized flight provided: <ul> <li>a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> <li>b) Outflow valve is deactivated in 25% open position or removed,</li> <li>c) Recirculation fan(s) operate normally, and</li> <li>d) Extended overwater flight is prohibited.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</li> </ul>
e) (-900)	C	2	0	(M)(O) May be inoperative for unpressurized flight provided:  a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).  (Continued)

U.S. DEPARTMENT OF TRANS			J	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			RE	/ISION NO : 57 PAGE:
B-737			DAT	ΓΕ: 09/29/2014 21-22
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
15. Main Outflow Valve (Cont'd)	Į.			
3) Digital Control System Outflow Valve Manual Mode Actuator				
a) (-300/-400/ -500)	С	1	0	<ul> <li>(M)(O) May be inoperative for unpressurized flight provided:</li> <li>a) Outflow valve is deactivated in 25% open position or removed, and</li> <li>b) Extended overwater flight is prohibited.</li> </ul>
b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21-1135 or 737-21- 1163 or their production equivalents)	С	1	0	<ul> <li>(M)(O) May be inoperative for unpressurized flight provided:</li> <li>a) Outflow valve is deactivated in 25% open position or removed,</li> <li>b) Recirculation fan(s) operate normally, and</li> <li>c) Extended overwater flight is prohibited.</li> </ul>
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21-1135 or 737-21- 1163 or their production equivalents)	С	1	0	<ul> <li>(M) (O) May be inoperative for unpressurized flight provided: <ul> <li>a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> <li>b) Outflow valve is deactivated in 25% open position or removed,</li> <li>c) Recirculation fan(s) operate normally, and</li> <li>d) Extended overwater flight is prohibited.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</li> <li>(Continued)</li> </ul>

		TMENT OF TRANS	_		l	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:				REV	ISION NO: 57 PAGE:
B-737					DAT	E: 09/29/2014 21-23
SYSTEM SEQUEN NUMBER	ICE	ITEM	1.	2.	NUMB	ER INSTALLED
					3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING						4. REMARKS OR EXCEPTIONS
15.		in Outflow Valve ont'd)				
	3)	Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)				
		d) (-900)	С	1	0	<ul> <li>(M)(O) May be inoperative for unpressurized flight provided: <ul> <li>a) Outflow valve is deactivated in 25% open position or removed,</li> <li>b) Recirculation fans operate normally,</li> <li>c) Extended overwater flight is prohibited,</li> <li>d) Forward cargo heat duct is secured closed, and</li> <li>e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).</li> </ul> </li> </ul>
16.		ssure Relief ves				
	1)	Analog Control System (-100/ -200/-300/-400/ -500)	С	2	1	(M) One may be inoperative closed for pressurized flight.
			С	2	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.
	2)	Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	С	2	1	(M) One may be inoperative closed for pressurized flight.
		a) (-300/-400/ -500)	С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Flight is conducted in an unpressurized configuration, and</li> <li>b) Outflow valve is positioned to 25% open position.</li> <li>(Continued)</li> </ul>

U.S. DEPARTMENT OF TRANS FEDERAL AVIATION ADMINIST			١	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			RE	VISION NO: 57 PAGE:
B-737			DA	
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLED
HOMBER			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
16. Pressure Relief Valves (Cont'd)	1			
2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)				
b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21-1135 or 737-21- 1163 or their production equivalents)	С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Outflow valve is positioned to 25% open position, and</li> <li>c) Recirculation fan(s) operate normally.</li> </ul>
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21-1135 or 737-21- 1163 or their production equivalents)	C	2	0	<ul> <li>(M) (O) May be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> <li>c) Outflow valve is positioned to 25% open position, and</li> <li>d) Recirculation fan(s) operate normally.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</li> <li>(Continued)</li> </ul>

		TMENT OF TRANSI			I	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:				RE	VISION NO: 57 PAGE:
B-737					DA	TE: 09/29/2014 21-25
SYSTEM SEQUEN NUMBER	ICE	ITEM	1.	2.	NUM	BER INSTALLED
NONDE					3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR	CON	NDITIONING				4. REMARKS OR EXCEPTIONS
16.		essure Relief lves (Cont'd)				
	2)	Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)				
		d) (-900)	С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Outflow valve is positioned to 25% open position,</li> <li>c) Recirculation fans operate normally,</li> <li>d) Forward cargo heat duct is secured closed, and</li> <li>e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).</li> </ul>
17.		nperature icators				
	1)	Supply Duct (-100/-200/-300/ -500/-600/-700	С	1	0	May be inoperative provided both duct overheat warning systems operate normally.
	2)	Supply Duct (-400/-800/-900)	С	3	0	May be inoperative provided associated ZONE TEMP light operates normally.
	3)	Pass Cabin	С	-	0	
	4)	Pack (-400/ -800/-900)	С	2	0	
18.		ct Overheat Irning Lights				
	1)	DUCT OVERHEAT (-100/-200/-300/- 500/-600/-700)	С	2	0	May be inoperative provided supply duct temperature indicators operate normally.
	2)	ZONE TEMP (-400/-800/-900)	С	3	0	May be inoperative provided associated supply duct temperature indicator operates normally.

		TMENT OF TRANS				MA OTED MINIMUM FOUNDMENT LIGT			
FEDERAL AVIATION ADMINISTRATION						MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:						EVISION NO: 57 PAGE:			
B-737 SYSTEM	9		1.		DA	ATE: 09/29/2014 21-26			
SEQUEN NUMBER	ICE	ITEM	1.	2.	NUME	IBER INSTALLED			
					3.	NUMBER REQUIRED FOR DISPATCH			
21 - AIR	CON	NDITIONING				4. REMARKS OR EXCEPTIONS			
19.	Ter	ssenger Cabin mperature Control stems	ļ						
	1)	Automatic/ Manual Controls (-100/-200/-300/ -500/-600/-700)	С	2	1				
			С	2	0	(O) May be inoperative provided right pack is not used.			
	2)	FWD/AFT							
		a) (-400/-800/ -900)	С	2	0	(O) May be dispatched with faults indicated by ZONE TEMP Light(s) during Master Caution recall provided associated temperature control system is checked to operate normally before each takeoff.			
		b) (-400/-800)	С	2	0	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.			
			С	2	0	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.			
		c) (-900)	С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Trim Air Pressure Regulating and Shutoff Valve remains Closed,</li> <li>b) Forward cargo heat duct is secured closed, and</li> <li>c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).</li> </ul>			
			С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated Trim Air Modulating Valve is deactivated CLOSED,</li> <li>b) Forward cargo heat duct is secured closed, and</li> <li>c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).</li> </ul>			

	EPARTMENT OF TRANSF			N	MASTER MINIMUM EQUIPMENT LIST
AIRCR				RE\	VISION NO : 57 PAGE:
B-737				DAT	
SYSTE SEQUE NUMBI	ENCE ITEM	1.	2.	NUME	BER INSTALLED
NOMBI	LIX			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIF	R CONDITIONING				4. REMARKS OR EXCEPTIONS
20.	Cabin Temperature Indicator				Incorporated into item 21-17 Revision 34a.
21.	Flight Deck Temperature Control Systems				
	1) Automatic/Manual Controls (-100/ -200/ -300/-500/ -600/-700)	С	2	1	
		С	2	0	(O) May be inoperative provided left pack is not used.
	<ol><li>Primary/Back-up Modes</li></ol>				
	a) (-400/-800/ -900)	С	2	1	(O) One may be inoperative provided remaining temperature control is verified to operate normally.
	b) (-400/-800)	С	2	0	(M)(O) May be inoperative provided Trim Air Pressure Regulating and Shutoff Valve remains CLOSED.
		С	2	0	(M)(O) May be inoperative provided associated Trim Air Modulating Valve is deactivated CLOSED.
	c) (-900)	С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED,</li> <li>b) Forward Cargo heat duct is secured closed, and</li> <li>c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).</li> </ul>
		С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated Trim Air Modulating Valve is deactivated CLOSED,</li> <li>b) Forward cargo heat duct is secured closed, and</li> <li>c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).</li> </ul>

	PARTMENT OF TRANSF L AVIATION ADMINIST			I	MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:			REV	/ISION NO: 57 PAGE:					
B-737				DAT	TE: 09/29/2014 21-28					
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	UMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
21 - AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS					
22.	Forward Outflow Valve (-100/-200/ -300/-400/-500, including STC's SA2969SO, ST01566LA, and ST01961SE)	С	1	0	Except for 737C and STC ST01566LA and ST01961SE cargo or cargo/passenger operations, may be inoperative closed.					
		С	1	0	May be inoperative open provided both packs operate normally.					
		С	1	0	(O) May be inoperative open with one pack operating normally provided flight altitude remains at or below FL200.					
23.	FORWARD OUTFLOW CLOSED Indicating Light (-100/-200)	С	1	0						
24.	Gasper Fan (-100/ -200/-300/-500/-600/ -700)	D	1	0						
25.	Water Separator Anti-Icing Systems (-100/ -200/-300/ -500/-600/-700)	С	2	0	(M)(O) May be inoperative provided associated pack is not used.					
26.	Ground Preconditioned Air Connection Check Valve	С	1	0	May be inoperative closed.					
	1) Analog Control System (-100/ -200/-300/-400/ -500)	С	1	0	<ul> <li>(M)(O) May be inoperative open provided: <ul> <li>a) Flight is conducted in an unpressurized configuration, and</li> <li>b) Procedures are established and used to ensure main deck cargo compartment (as applicable) remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</li> <li>(Continued)</li> </ul>					

U.S. DEPARTMENT OF TRA			I	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			RE	VISION NO: 57 PAGE:
B-737			DAT	TE: 09/29/2014 21-29
SYSTEM & SEQUENCE ITE NUMBER	1. M	2.	NUME	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
26. Ground Preconditioned Air Connection Check Valve (Cont'd)  2) Digital Control System				
a) (-300/-400/ -500)	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Flight is conducted in an unpressurized configuration, and</li> <li>b) Outflow valve is positioned to 25% open position.</li> </ul>
b)(-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737 26-1121 and 737-26-1122 and either 737-21-1135 or 737-21-1163 or their production equivalents)	7-    -  -	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Outflow valve is positioned to 25% open position, and</li> <li>c) Recirculation fan(s) operates normally.</li> </ul>
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737 26-1121 and 737-26-1122 and either 737-21-1135 or 737-21- 1163 or their production equivalents)	7-    -  -	1	0	<ul> <li>(M) (O) May be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> <li>c) Outflow valve is positioned to 25% open position, and</li> <li>d) Recirculation fan(s) operate normally.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.</li> <li>(Continued)</li> </ul>

	PARTMENT OF TRANS L AVIATION ADMINIST			N	MASTER M	IINIMUM EQUIPME	NT LIST			
AIRCRA	FT:			REV	ISION NO :	57	PAGE:			
B-737	737			DAT	DATE: 09/29/2014 21-3					
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR	DISPATCH				
21 - AIR CONDITIONING					4. REMARKS OR EX	CEPTIONS				
26.	Ground Preconditioned Air Connection Check Valve (Cont'd)									
	<ol><li>Digital Control System (Cont'd)</li></ol>									
	d) (-900)	С	1	0	<ul> <li>(M)(O) May be inoperative</li> <li>a) Flight is conducted configuration,</li> <li>b) Outflow valve is poposition,</li> <li>c) Recirculation fans</li> <li>d) Forward cargo head and</li> </ul>	in an unpressurized sitioned to 25% operate normally, at duct is secured cla	en osed,			
					e) Airport ambient ten 103 degrees F (39		exceed			
27.	Electrical/Electronic Equipment Cooling Blowers									
	1) Non-EFIS (-100/ -200/-300/-400/ -500)	С	2	1	Except for ER operations,	one may be inopera	ative.			
	2) EFIS (-300/-400/ -500)									
	a) Supply Fans	С	2	1	Except for ER operations,	one may be inopera	ative.			
	b) Exhaust Fans	С	2	1	Except for ER operations,	one may be inopera	ative.			
	3) CDS (-600/-700/ -800/-900)	В	4	3	(M) One fan may be inope a) All remaining fans normally, and b) Both low flow dete normally.					
28.	Equipment Cooling Check Valve (-100/-200)	D	1	0	May be inoperative open.					
29.	Air Cleaner Purge Valves (-100/-200/-300)	С	2	0						

	ARTMENT OF TRAN			I	MASTER MINIMUM EQUIPME	NT LIST			
AIRCRAI	FT:			REV	ISION NO: 57	PAGE:			
B-737				DAT	DATE: 09/29/2014 21-31				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED				
	<u>-</u>			3.	NUMBER REQUIRED FOR DISPATCH				
21 - AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS				
30.	Control Cabin Augmentation Fan (-200)	С	1	0	(M)(O) May be inoperative with fan wind-millin provided OAT remains at or below 120 degree (49 degrees C).				
		С	1	0	(M)(O) May be inoperative with fan wind-millin provided OAT remains at or below 115 degree (46 degrees C) if PDCS is installed and operations are constalled.	s F			
		С	1	0	(M)(O) May be inoperative with fan seized pro- a) One air conditioning pack operates n b) OAT remains at or below 100 degree (38 degrees C), and c) Window heat operates normally.	ormally,			
31.	Recirculation Fan(s)								
	1) (-300/-500)	С	1	0	May be inoperative provided left pack is opera when OAT is above 100 degrees F (38 degree				
	2) (-400 and Pemco -400 COMBI)	С	2	1	One fan may be inoperative provided left pack operating when OAT is above 100 degrees F (38 degrees C).	is			
		С	2	0	May be inoperative provided OAT remains bel 100 degrees F (38 degrees C).	ow			
	3) (-600/-700)	С	1	0	May be inoperative provided:  a) Left pack is operating when OAT is all 100 degrees F (38 degrees C),  b) Flight is conducted pressurized, and c) Both packs operate normally.	oove			
	4) (-800/-900)	С	2	1	Left fan may be inoperative provided left pack operating when OAT is above 100 degrees F (38 degrees C).	is			
		С	2	1	Right fan may be inoperative provided:  a) Left pack is operating when OAT is at 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.	oove			
					(Continued)				

		N	MA CTED MINIMUM FOLUDIATION	IT L ICT
SIKAII	JIN	DEV		
				<b>PAGE:</b> 21-32
1.			<u>l</u>	21-32
I	2.	NUMB	BER INSTALLED	
		3.	NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS OR EXCEPTIONS	
С	2	0	May be inoperative provided:  a) OAT remains below 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.	
С	1	0	May be inoperative provided:  a) Left pack is operating when OAT is about 100 degrees F (38 degrees C),  b) Flight is conducted pressurized, and c) Both packs operate normally.	ove
С	1	0	May be inoperative provided:  a) Left pack is operating when OAT is about 100 degrees F (38 degrees C),  b) Flight is conducted pressurized, and c) Both packs operate normally.	ove
С	1	0	May be inoperative in cargo configuration.	
С	1	0	May be inoperative in PAX mode provided OAT remains below 100 degrees F (38 degrees C).	-
С	4	2	(O) One system (primary or standby) on each p may be inoperative provided remaining system associated pack is checked to operate normally	on
С	2	0	(O) May be inoperative provided associated Sta Pack Temperature Control Valve(s) is checked operate normally.	
С	2	0	(M)(O) May be inoperative provided associated is not used.	pack
	1. C C C C C	The stration of the strategy o	REV   DAT     1.   2.   NUMB     3.     C   1   0     C   1   0     C   1   0     C   4   2     C   2   0	REVISION NO: 57 DATE: 09/29/2014  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  C 2 0 May be inoperative provided: a) OAT remains below 100 degrees F (38 degrees C), and b) Flight is conducted pressurized.  C 1 0 May be inoperative provided: a) Left pack is operating when OAT is about 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.  C 1 0 May be inoperative provided: a) Left pack is operating when OAT is about 100 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.  C 1 0 May be inoperative in Cargo configuration.  C 1 0 May be inoperative in Cargo configuration.  C 1 0 May be inoperative in Cargo configuration.  C 1 0 May be inoperative in Cargo configuration.  C 1 0 May be inoperative in Cargo configuration.  C 1 0 May be inoperative in Cargo configuration.  C 1 0 May be inoperative in Cargo configuration.  C 1 0 May be inoperative provided associated State Pack Temperature Control Valve(s) is checked operate normally.  C 2 0 (M)(O) May be inoperative provided associated State Pack Temperature Control Valve(s) is checked operate normally.

	PARTMENT OF TRANSF L AVIATION ADMINIST	_		I	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	ISION NO: 57 PAGE:				
B-737				DAT	E: 09/29/2014 21-33				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	IUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
21 - AIR CONDITIONING					4. REMARKS OR EXCEPTIONS				
34.	Standby Pack Temperature Control Valves (-400/-800/-900)	С	2	0	(O) May be inoperative provided associated Pack Temperature Control Valve(s) is checked to operate normally.				
		С	2	0	(M)(O) May be inoperative provided associated pack is not used.				
35.	Trim Air Pressure Regulating and Shutoff Valve								
	1) (-400/-800)	С	1	0	(M) May be inoperative secured closed.				
	2) (-900)	С	1	0	(M)(O) May be inoperative secured closed provided:  a) Forward cargo heat duct is secured closed, and				
					b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).				
36.	Trim Air Modulating Valves								
	1) (-400/-800)	С	3	0	(M) May be inoperative closed.				
		С	3	0	(O) May be inoperative in any position provided Trim Air Pressure Regulating and Shutoff Valve remains closed.				
	2) (-900)	С	3	0	(M)(O) May be inoperative closed provided:  a) Forward cargo heat duct is secured closed, and				
					b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).				
		С	3	0	<ul> <li>(M)(O) May be inoperative in any position provided:</li> <li>a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED,</li> <li>b) Forward cargo heat duct is secured closed, and</li> <li>c) Airport ambient temperature does not exceed</li> </ul>				
37. ***	Outflow Valve Heater Gasket (-100/-200/-300/ -400/-500)	С	1	0	103 degrees F (39 degrees C).				

		MENT OF TRANSI		_	N	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:				REV	ISION NO: 57 PAGE:				
B-737					DAT	E: 09/29/2014 21-34				
SYSTEM SEQUEN NUMBER	ICE	ITEM	1. 2.		NUMB	NUMBER INSTALLED				
					3.	NUMBER REQUIRED FOR DISPATCH				
21 - AIR CONDITIONING					4. REMARKS OR EXCEPTIONS					
38.		flow Valve ition Indicator	С	1	0	(M)(O) May be inoperative provided valve is verified to be operating normally.				
39.	Trir Val	n Air Check ves								
	1)	(-400/-800/-900)	С	2	1	(M) One may be inoperative provided associated valve is deactivated closed.				
40.	Aut Cor	uipment Cooling omatic Flow ntrol Valve/ erboard Exhaust ve								
	1)	Analog Control System (-100/ -200/-300/-400/ -500)	С	1	0	(M)(O) May be inoperative in open position provided flight is conducted in an unpressurized configuration.				
			С	1	0	May be inoperative in closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.				
	2)	Digital Control System								
		a) (-300/-400/ -500)	С	1	0	<ul> <li>(M)(O) May be inoperative in open position provided:</li> <li>a) Flight is conducted in an unpressurized configuration, and</li> <li>b) Outflow valve is positioned to 25% open position.</li> </ul>				
			С	1	0	May be inoperative in closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.				
						(Continued)				

U.S. DEPARTMENT OF TRANS FEDERAL AVIATION ADMINIST					MASTER	MINIMUM E	QUIPME	NT LIST
AIRCRAFT:			REV	/ISION I	NO :		57	PAGE:
B-737			DAT	ГЕ:	09	9/29/2014		21-35
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INS	TALLED			
			3.	NUMBI	ER REQUIRED FO	R DISPATC	Н	
21 - AIR CONDITIONING				4.	REMARKS OR E	EXCEPTION	S	
40. Equipment Cooling Automatic Flow Control Valve/ Overboard Exhaust Valve (Cont'd)  2) Digital Control System (Cont'd)								
b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21-1135 or 737-21- 1163 or their production equivalents)	С	1	0	a	) May be inoperative of the configuration, outflow valve is position, and Recirculation factors.	ted in an unp	oressurize	d
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 26-1121 and 737-26-1122, and either 737-21-1135 or 737-21- 1163 or their production equivalents)	C	1	0	a) b) c) d)	May be inoperative Flight is conduct configuration, Procedures are ensure lower for remains empty, empty cargo har (ballast may be Away Kits, Outflow valve is position, and Recirculation far approved for incomplete which materials	established a ward cargo or or is verified adling equipr loaded in UL positioned to n(s) operate must define valusion in Fly	and used compartm to contair ment, balla. Ds), and/o 25% openormally.	d to ent n only ast or Fly en as are s and
				(Conti	nued)			

	PARTMENT C				I	MASTER MINIMUM EQUIPMENT LIST					
AIRCRAI	FT:				RE	VISION NO : 57 PAGE:					
B-737					DAT						
SYSTEM SEQUEN NUMBER	ICE	ITEM	1.	2.	NUME	NUMBER INSTALLED					
	•				3.	NUMBER REQUIRED FOR DISPATCH					
21 - AIR	CONDITIONI	NG				4. REMARKS OR EXCEPTIONS					
40.	Equipment C Automatic Fl Control Valv Overboard E Valve (Cont'	low e/ Exhaust									
	2) Digital C System										
	d) (-900	)	С	1	0	<ul> <li>(M)(O) May be inoperative in open position provided:</li> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Outflow valve is positioned to 25% open position,</li> <li>c) Recirculation fan(s) operate normally,</li> <li>d) Forward cargo heat duct is secured closed, and</li> <li>e) Airport ambient air temperature does not exceed 103 degrees F (39 degrees C).</li> </ul>					
	e) (-600 -800/	/-700/ -900)	С	1	0	<ul> <li>(M)(O) Except for ER operations, may be inoperative provided:</li> <li>a) Actuator is verified to be in smoke position, and</li> <li>b) Both packs operate normally.</li> </ul>					
41.	Door Area H Systems	eater									
***	1) Main De Cargo D Heating Blankets Systems and -70	oor s/ s (737C	D	-	0						
	2) Entry Do and Ove Emerger Hatch Al Heater S (-600/-70	erwing ncy Exit rea Systems	D	-	0	(M) May be inoperative deactivated.					
						(Continued)					

	PARTMENT OF TRANS L AVIATION ADMINIST			N	MASTER MINIMUM EQUIPMENT LIS	 ST		
AIRCRA	FT:			REV	ISION NO: 57 PA	GE:		
B-737				DAT	E: 09/29/2014 21	-37		
	SEQUENCE ITEM		2.	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH			
21 - AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS			
41.	Door Area Heater Systems (Cont'd)							
	3) Main Cargo Door Heater System (STC ST01566LA)	D	1	0	(M) May be inoperative in Quick Change cargo configuration.			
***	4) Mid-Exit Door Area Heater System -900ER)	D	1	0	(M) May be inoperative deactivated.			
42.	Equipment Cooling Low Flow Detector Systems (-600/-700/ -800/-900)	В	2	1	(M)(O) One may be inoperative provided associated fans (supply or exhaust) are verified to operate normally.			
43.	Equipment Cooling Air Filter (-600/-700/ -800/-900)	С	1	0	(M) Equipment Cooling System may be operated wit filter removed.	h		
44.	Fan Bypass Check Valves (-600/-700/ -800/-900)	С	2	0	May be inoperative open/missing provided airport ambient temperature remains below 80 degrees F (27 degrees C).			
		С	2	0	May be inoperative open/missing for an associated inoperative pack.			
		D	2	1	One may be inoperative open/missing provided pack associated with remaining fan bypass check valve operates normally.	(		
45.	Air Distribution Riser Shutoff Valves (-700C)							
	1) Passenger Configuration	С	2	0	<ul><li>(M) May be inoperative provided valves are deactivated open.</li><li>(Continued)</li></ul>			

			l	MASTER MINIMUM EQUIPMENT LIST
	17///11		DE	VISION NO : 57 PAGE:
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1 &	1.			<u>_</u>
NCE ITEM		<b>2.</b>	NUM	BER INSTALLED
N.			3.	NUMBER REQUIRED FOR DISPATCH
CONDITIONING				4. REMARKS OR EXCEPTIONS
Air Distribution Riser Shutoff Valves (-700C), (Cont'd)				
2) Passenger and Cargo Configurations	С	2	0	<ul> <li>(M)(O) May be inoperative in closed position provided: <ul> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Recirculation fan operates normally,</li> <li>c) Both E/E equipment cooling exhaust fans operate normally, and</li> <li>d) Procedures are established and used to ensure main deck (as applicable) and lower cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ul> </li> </ul>
				NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.
a) Right Riser SOV	С	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to left pack only.
b) Left Riser SOV	С	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to one pack.
Air Heater Supernumerary Compartment STC ST01566LA (-300RB) and ST01961SE	D	1	0	May be inoperative provided compartment is not occupied.
Humidification System (-800EF STC ST02000NY)	С	3	0	May be inoperative provided:  a) Manual shutoff valve is closed, and b) All Humidifier Switches are in OFF.
Zonal Drying System (-800EF STC ST02000NY)	С	1	0	<ul><li>(M) May be inoperative provided:</li><li>a) Manual shutoff valve is closed, and</li><li>b) Dryer/Humidifier power is removed.</li></ul>
Return Air Grille (-600/-700/-800/ -900)	С	-	-	<ul> <li>(M) One may be broken or missing provided:</li> <li>a) Broken or missing grille is located within a designated area as defined by Boeing, and</li> <li>b) Grille is removed and replaced with a blanking plate.</li> </ul>
	TEM  CONDITIONING  Air Distribution Riser Shutoff Valves (-700C), (Cont'd)  2) Passenger and Cargo Configurations  a) Right Riser SOV  b) Left Riser SOV  Air Heater Supernumerary Compartment STC ST01566LA (-300RB) and ST01961SE  Humidification System (-800EF STC ST02000NY)  Zonal Drying System (-800EF STC ST02000NY)  Return Air Grille (-600/-700/-800/	L AVIATION ADMINISTRATION FT:    Sample   ITEM   CONDITIONING	L AVIATION ADMINISTRATION  FT:  I & 1.	RE   DA

	PARTMENT OF TRANSI	_	_	١			
	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM		
AIRCRA	FT:				ISION NO:	57	PAGE:
B-737 SYSTEN	1 &	1.		DAT			21-39
SEQUEN NUMBE	NCE ITEM	••	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPAT	ГСН	
21 - AIR CONDITIONING					4. REMARKS OR EXCEPTION	NS	
50.	Flight Deck Foot and Shoulder Heater Systems	С	4	0	May be inoperative provided flight acceptable to flight crew.	deck temper	ature is
51. ***	Pack Supply air Cleaner System (-600/-700)	D	2	0	(M) May be inoperative provided a cleaner purge valve is deactive	ssociated air ated closed.	
52. ***	Integrated Display Unit (IDU) Cooling System (-300) (Boeing Service Bulletin 737-31- 1435)						
	<ol> <li>Normal and Alternate Fans</li> <li>IDU Cooling Off Light</li> </ol>	C	2 1	1 0	May be inoperative provided IDU Coperates normally.  (M) May be inoperative provided:  a) Normal and alternate IDU operate normally, and  b) IDU cooling fan warning sy operate normally.	cooling fans	-

	ARTMENT OF TRA L AVIATION ADMIN			I	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	VISION NO: 57 PAGE:
B-737				DA	TE: 09/29/2014 22-1
SYSTEM SEQUEN NUMBER	ICE ITEI	1. VI	2.	NUME	BER INSTALLED
	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS
1.	Autopilot Systems	С	-	1	Maybe inoperative provided approach minimums do not require its use.
	4) Control Whool	В		0	Except for ER operations, may be inoperative provided:  a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flight crew.  NOTE1: Operators should make every effort to repair autopilot early in repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and effect of other inoperative systems.  NOTE2: Any mode which functions normally may be used. If CWS is inoperative, do not use other modes (pitch or roll).
	Control Wheel     Autopilot     Disconnect     Switches	С	2	1	One may be inoperative provided:  a) Autopilot is not used below 1500 feet AGL, and,  b) Approach minimums do not require use of autopilot.
		В	2	0	May be inoperative provided autopilot is not used.
***	2) Autopilot Disengage Bar	С	1	0	
2.	Autopilot Disengaged Warning System				
	1) Lights	С	2	1	One may be inoperative when autopilot is used in any axis.
		В	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.
***	2) Aural Warning	С	1	0	May be inoperative provided approach minimums do not require its use.

	PARTMENT OF TRANS L AVIATION ADMINIS			J	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	EVISION NO: 57 PAGE:
B-737				DA	ATE: 09/29/2014 22-2
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUM	MBER INSTALLED
	•			3.	NUMBER REQUIRED FOR DISPATCH
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS
3.	Yaw Damper				
	1) (-100/-200/-300/ -400/-500)				
	a) Without Rudder Pressure	С	1	0	(O) May be inoperative provided yaw damper switch remains OFF.
	Reducer System installed				NOTE: Refer to AFM Limitations for SP-77 autopilot.
	b) With Rudder Pressure Reducer System installed	С	1	0	<ul><li>(M)(O) May be inoperative provided:</li><li>a) Yaw damper switch remains OFF, and</li><li>b) Rudder Pressure Reducer System is verified to operate normally.</li></ul>
	motanod				NOTE: Refer to AFM Limitations for SP-77 autopilot.
		С	1	0	(M)(O) May be inoperative provided yaw damper is deactivated.
					NOTE: Refer to AFM Limitations for SP-77 autopilot.
	2) (-600/-700/-800/ -900)	С	1	0	(O) May be inoperative provided yaw damper switch remains off.
***	Yaw Damper Indicator	С	1	0	
4. ***	Autothrottle System	С	1	0	May be inoperative provided approach minimums do not require its use.
5.	Mach Trim Systems	С	-	0	<ul><li>(M)(O) May be inoperative provided:</li><li>a) AFM limitations are observed, and</li><li>b) Mach trim actuator is verified to be in null/uncommanded elevator position.</li></ul>
	1) (-300/-400/-500/- 600/-700/-800/ -900)	С	2	1	<ul> <li>(M) One may be inoperative deactivated provided:</li> <li>a) Remaining Mach trim system is verified to operate normally, and</li> <li>b) Mach trim fail light operates normally.</li> </ul>

	J.S. DEPARTMENT OF TRANSPORTATION  EDERAL AVIATION ADMINISTRATION MASTER MINIMUM EQUIPMENT LIST										
					D = \ //						
AIRCRA	FT:						PAGE:				
B-737 SYSTEN		4			DATE	E: 09/29/2014	22-3				
SEQUENCE ITEM NUMBER		1.	2.	NU	NUMBER INSTALLED						
				3.	3. NUMBER REQUIRED FOR DISPATCH						
22 - AUTO FLIGHT						4. REMARKS OR EXCEPTIONS					
6.	SP-77/SP-177/SP- 300/Collins Flight and Approach Mode Annunciations	С	-	C	ס	Individual mode annunciations may be inoperated provided associated system modes are not use					
***	1) SP-177/SP-300 Annunciator Panels (-200/ -300/-400/-500)	С	2	1	1	One may be inoperative provided:  a) Engaged system (AP, FD, AT, PDCS, or is at pilot position with operative mode annunciator, and b) Approach minimums do not require their	,				
		С	2	C	ס	May be inoperative provided associated system not used.	ns are				
						NOTE: PDCS or FMCS data on CDU may be when PDC or FMC annunciator is inop	valid erative.				
	2) SP-77 Approach Progress Displays (-100/ -200)	С	2	1	1	One may be inoperative provided approach mir do not require their use.	nimums				
	-200)	С	2	C	ס	May be inoperative provided associated system modes are not used.	n				
7. ***	Dual Angle of Attack Sensors/Stall Warning System Sensors/Alpha Vanes (-100/-200/ -300/-400/-500)										
	1) SP-177	С	2	1	1	<ul> <li>(M) Right sensor/vane may be inoperative proval</li> <li>a) Autopilot B is restricted to CWS, and</li> <li>b) Systems affected by inoperative sensor are deactivated or turned off, and their I provisions observed.</li> </ul>	/vane				
	2) SP-300	С	2	1	1	<ul> <li>(M) Left or right sensor/vane may be inoperative provided: <ul> <li>a) Associated autopilot channel is restricted CWS, and</li> <li>b) Systems affected by inoperative sensor are deactivated or turned off, and their I provisions observed.</li> </ul> </li> </ul>	ed to :/vane				

			1	MASTER MINIMUM EQUIPMENT LIST
FT:			RE	EVISION NO: 57 PAGE:
			DA	NTE: 09/29/2014 22-4
NCE ITEM	1.	2.	NUM	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
O FLIGHT				4. REMARKS OR EXCEPTIONS
Autothrottle Disengage Lights	С	2	1	One may be inoperative when autothrottle is used provided approach minimums do not require their use.
	С	2	0	May be inoperative provided autothrottle is not used.
Speed Trim Fail Light System (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	(M) May be inoperative provided speed trim system is verified to operate normally.
Speed Trim System (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1	<ul> <li>(M) One may be inoperative deactivated provided:</li> <li>a) Remaining speed trim system is verified to operate normally, and</li> <li>b) Speed trim fail light operates normally.</li> </ul>
STAB OUT OF TRIM Light	В	1	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.
Autopilot Trim Circuit Breaker Monitor (-100/-200)	С	1	0	(M) Trim circuit to monitor stabilizer trim CB may be inoperative provided remaining functions of STAB OUT OF TRIM light operate normally.
Automatic Thrust Restoration (ATR) System (-300)	С	1	0	May be inoperative unless procedures require its use.
Mode Control Panel Selectors (-200/ -300/-400/-500/ -600/-700/-800/ -900)				
1) V/S Selector (DOWN, UP)	С	1	0	May be inoperative provided procedures do not require its use.
2) Bank Angle Selector (10, 15, 20, 25, 30)	С	1	0	
	IL AVIATION ADMINIST  IFT:  I & NCE ITEM  R  TO FLIGHT  Autothrottle Disengage Lights  Speed Trim Fail Light System (-300/-400/-500/-600/-700/-800/-900)  Speed Trim System (-300/-400/-500/-600/-700/-800/-900)  STAB OUT OF TRIM Light  Autopilot Trim Circuit Breaker Monitor (-100/-200)  Automatic Thrust Restoration (ATR) System (-300)  Mode Control Panel Selectors (-200/-300/-400/-500/-600/-700/-800/-900)  1) V/S Selector (DOWN, UP)  2) Bank Angle Selector (10,	TO FLIGHT  Autothrottle Disengage Lights  C  Speed Trim Fail C Light System (-300/-400/-500/-600/-700/-800/-900)  Speed Trim System C (-300/-400/-500/-600/-700/-800/-900)  Speed Trim System C (-300/-400/-500/-600/-700/-800/-900)  STAB OUT OF B TRIM Light  Autopilot Trim C Circuit Breaker Monitor (-100/-200)  Automatic Thrust C Restoration (ATR) System (-300)  Mode Control Panel Selectors (-200/-300/-400/-500/-600/-700/-800/-900)  1) V/S Selector C (DOWN, UP)  2) Bank Angle Selector (10,	AVIATION ADMINISTRATION   IFT:   I &   I	TEM

	ARTMENT OF THE AVIATION ADM			1	MASTER MINIMUM EQUIPMENT LIST		
AIRCRA	ri:				REVISION NO:       57       PAGE         DATE:       09/29/2014       22-5		
B-737 SYSTEM	<b>&amp;</b>	1.					
SEQUEN NUMBER	ICE I	ГЕМ	2.	NUN	IMBER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH		
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS		
15.	Mode Control Pa Switches/Paddle (-200/-300/-400/ -500/-600/-700/- -900)	s					
	1) A/P CWS Engage Swite	C	2	0			
	2) A/P CMD Engage Swite	C	2	1	Maybe inoperative provided approach minimums do not require its use.		
		В	2	0	(O) Except for ER operations, may be inoperative provided autopilots are not use.		
***	3) Autothrottle A Switch	arm C	1	0	May be inoperative provided approach minimums do not require autothrottle use.		
***	4) A/T SPEED Switch	С	1	0	May be inoperative provided approach minimums do not require autothrottle use.		
***	5) F/D Switches	С	2	0	May be inoperative provided approach minimums do not require flight director use.		
***	6) IAS/MACH Change Over Switch	C	1	0			
***	7) APP Switch	С	1	0	May be inoperative provided approach minimums do not require autopilot or flight director use.		
***	8) EPR/N1, LNA VNAV, LVL CHG,V/S, HE SEL, ALT HO and VOR/LOG Switches	OG OLD,	-	0	May be inoperative provided enroute operations do not require their use.		
***	9) SPD INTV, P and ALT INT Switches		-	0			

	PARTMENT OF TRANSI L AVIATION ADMINIST			[	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	EVISION NO: 57 PAGE:
B-737				DA	NTE: 09/29/2014 22-6
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS
16.	Mode Control Panel Windows				
***	1) Vertical Speed (VERT SPEED) (-200/-300/-400/ -500/-600/-700/ -800/-900)	С	1	0	May be inoperative provided procedures do not require its use.
	2) (EFIS/PFD/ND) (-300/-400/ -500/ -600/-700/-800/ -900) (Includes STC ST03355AT)				
	a) Airspeed (IAS/MACH)	С	1	0	May be inoperative and associated selector used provided selected airspeed indications operate normally.
	b) Heading (HEADING)	С	1	0	May be inoperative and associated selector used provided selected heading indications operate normally.
	c) Vertical Speed (VERT SPEED)	С	1	0	May be inoperative provided procedures do not require its use.
	d) Vertical Speed (VERT SPEED) (-600/-700/ -800/-900)	С	1	0	May be inoperative and associated selector used provided selected vertical speed indications operate normally.
	e) Altitude (ALTITUDE) (-600/-700/ -800/-900)	С	1	0	May be inoperative and associated selector used provided selected altitude indications operate normally.
	f) Course (COURSE)	С	2	0	May be inoperative and associated selector used provided selected course indications operate normally.  (Continued)

	PARTMENT OF TRANS			1	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	EVISION NO: 57 PAGE:
B-737				DA	ATE: 09/29/2014 22-7
SYSTEN SEQUEN NUMBE	NCE ITEM	1.	2.	NUM	MBER INSTALLED
	·			3.	NUMBER REQUIRED FOR DISPATCH
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS
16.	Mode Control Panel Windows (Cont'd)				
	2) (EFIS/PFD/ND) (-300/-400/-500/ -600/-700/-800/ -900) (Includes STC ST03355AT) (Cont'd)				
	g) Window Lighting	В	1	0	May be inoperative provided: <ul> <li>a) Selected airspeed indications operate normally,</li> <li>b) Selected heading indications operate normally,</li> <li>c) Selected vertical speed indications operate normally,</li> <li>d) Selected altitude indications operate normally, and</li> <li>e) Selected course indications operate normally.</li> </ul>
17.	Takeoff/Go-Around (TO/GA) Switches	С	2	1	One may be inoperative provided approach minimums do not require its use.
		C	2	0	<ul> <li>May be inoperative provided: <ul> <li>a) Both thrust levers are operated manually for takeoff, and</li> <li>b) Autopilot and Flight Director are not used below Minimum Descent Altitude or 500 feet, whichever is higher.</li> </ul> </li> <li>NOTE: Flight director go-around and windshear guidance are not available with both TO/GA switches inoperative.</li> </ul>

	PARTMENT ( L AVIATION	_	_	_	J		MASTER MINIMUN	1 EQUIPMEN	NT LIST
AIRCRA	FT:				RE	EVISION NO :		57	PAGE:
B-737					DA	ATE:	09/29/2014		22-8
SYSTEM SEQUEN NUMBER	ICE	ITEM	1.	2.	NUM	BER INSTALLE	D		
NOMBE					3.	NUMBER REC	UIRED FOR DISPA	тсн	
22 - AUT	O FLIGHT					4. REMA	ARKS OR EXCEPTION	ONS	
18. ***	Mode Cont Switch Ligh								
	1) Autopil Engage Lights	ot e Switch							
	a) CW	S	С	2	0				
	b) CMI	D	С	2	1				
			В	2	0		r ER operations, may opilots are not used.	/ be inoperat	ive
	2) Mode S Switch	Selector Lights	С	-	0				
	3) A/T AR Light	M Switch	С	1	0				
19.	Thrust Mod Annunciato Mode Displ (-300/-400/- -600/-700/-	r/Thrust ay -500/	С	1	0	May be inope observed.	rative provided thrus	t mode limits	are
20.	Automatic I System	_anding							
***	1) Fail Pa	ssive	С	1	0	May be inope not require its	rative provided appro	oach minimu	ms do
***	(LAND	perational 3) 700/-800/	С	1	0	May be inope not require its	rative provided appro s use.	oach minimu	ms do
***	3) AUTOL Light	_AND	С	2	0	(O) May be in are established	operative provided a ed and used.	lternate proc	edures
			D	2	0	May be inope its use.	rative provided proce	edures do no	t require

		TMENT OF TRANS /IATION ADMINIS			N	MACTED MINIMUM EA		ICT	
		ATTON ADMINIS	IKAII	ON		MASTER MINIMUM EC	1		
AIRCRA	FT:				REVISION NO:		57	PAGE:	
B-737 SYSTEM	۱ &		1.		DATE: 09/29/2014			23-1	
SEQUEN NUMBEI	ICE	ITEM		2.	NUMB	NUMBER INSTALLED			
NOWIDE	`				3.	NUMBER REQUIRED FOR DISPA	тсн		
23 - CON	ИMU	NICATIONS				4. REMARKS OR EXCEPTION	ONS		
1.		ght Deck eakers							
	1)	Airplanes with Audio Accessory Unit	В	-	0	May be inoperative provided:  a) Headset earphones or he associated with inoperative installed and operate norm to TCAS audio is considered c) TAWS (GPWS) advisory considered inoperative.	ve speaker(s mally, and d inoperative		
			С	-	0	(O) Maybe inoperative provided:  a) Procedures do not require b) Headset earphones or he associated with inoperativ installed and operate norr c) Aural alert voices, TCAS, verified to operate normal	adphones re speaker(s) nally, and TAWS (GPV	i are   	
	2)	Airplanes with Remote Electronics Unit	В	-	0	May be inoperative provided:  a) Headset earphones or he associated with inoperative installed and operate norm b) TCAS audio is considered considered inoperative, and Altitude Alert Tone is considered.	re speaker(s) mally, and d inoperative callouts area nd	,   	
			C	-	0	(M)(O) May be inoperative provide a) Procedures so not require b) Headset or earphones as inoperative speaker(s) are operate normally, and c) Aural alert voices, TCAS, Alert, are verified to opera	e its use, and sociated with e installed an GPWS, Altiti	n   ld   	

	TMENT OF TRANSF			N	MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:		0.111		REV	/ISION NO : 57 PAGE:	
B-737				DATE: 09/29/2014		
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMB	BER INSTALLED	
NOMBLIX				3.	NUMBER REQUIRED FOR DISPATCH	
23 - COMML	JNICATIONS				4. REMARKS OR EXCEPTIONS	
Sy	ussenger Address estem (Includes C ST10238SC)					
1)	Passenger Configuration	В	1	0	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and</li> <li>b) Flight attendant alerting system (audio and visual) operates normally.</li> </ul> </li> <li>NOTE: Any station function(s) that operates normally may be used.</li> </ul>	
		С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) PA not required by 14 CFR, and</li> <li>b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.</li> </ul>	
					NOTE: Any station function(s) that operate normally may be used.	
	a) Lavatory Speakers	С	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	b) Cabin Speakers	С	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.	
2)	Cargo Configuration (Courier/ Supernumerary Address System)	С	1	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
	a) Lavatory Speakers	С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

AIRCRAF B-737 SYSTEM SEQUENO NUMBER		TION ADMINIST		$\sim$ LI		MACTED MINIMUM FOLUDMENT LICT					
B-737 SYSTEM SEQUEN	т.		KAII	ON	DEV	MASTER MINIMUM EQUIPMENT LIST  //SION NO : 57 PAG	Е.				
SYSTEM SEQUEN	1.				DAT						
		ITEM	1.	2.		BER INSTALLED					
					3.	NUMBER REQUIRED FOR DISPATCH					
23 - COM	MUNI	CATIONS				4. REMARKS OR EXCEPTIONS					
	Syster	nunication ms and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby Bus and is not required for emergency procedures.					
***	,	HF Comm ontrol Panels	С	-	-	One side of VHF Comm Control panel tuning function may be inoperative provided:  a) Associated transceiver can be tuned from opposite side of control panel, and b) Associated transceiver operates normally.					
***	a)	Active Frequency Light	С	-	0						
	b)	Frequency Transfer Switch	С	-	0	May be inoperative provided associated VHF active frequency can be selected.					
			D	-	-	May be inoperative provided associated VHF radio is considered inoperative.					
	c)	Frequency Selector Knob	С	-	2						
	d)	Frequency Indication	С	-	2						
***		adio Tuning anels	С	3	2	One may be inoperative provided left radio tuning panel operates normally.					
	a)	Off-Side Tuning Light	С	-	0						
4.	-	nember hone System									
		assenger onfiguration									
	a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	В	-	-	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of cabin handsets, and</li> <li>b) Alternate communications procedures between affected flight attendant station(s) are established and used.</li> </ul> </li> <li>NOTE: Any station function(s) that operates normally may be used.</li> <li>(Continued)</li> </ul>					

AIRCRAFT:				RE\	VISION NO:	7 PAGE
B-737				DA		23-4
SYSTEM &	17714	1.	2.		BER INSTALLED	
SEQUENCE NUMBER	ITEM					
				3.	NUMBER REQUIRED FOR DISPATCH	
23 - COMMUNICAT	IONS				4. REMARKS OR EXCEPTIONS	
4. Crewmem Interphone (Cont'd)						
1) Passe Config (Cont	juration					
Ć	abin to abin unction	В	2	0	(O) May be inoperative provided alternations procedures between attendant station(s) are established and	ffected flight
					NOTE: Any station function(s) that ope may be used.	rate normally
		В	-	-	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Cabin to cabin interphone funct normally on at least fifty percentandsets, and</li> <li>b) Alternate communications proceed between affected flight attendart established and used.</li> </ul> </li> </ul>	t of cabin edures
					NOTE: Any station function(s) that ope may be used.	rates normally
to ( Fui (Inc CA	ght Deck Ground nction cludes LL ctions)					
7 <i>A</i> C	arge urbojet virplanes Operating Under 14 CFR 121	С	1	0	(O) Flight interphone flight deck to ground flight deck function may be inoperative procedures are estable used, and b) Nose gear/forward fuselage sere interphone jack operates normation (Continued)	provided: ished and vice

U.S. DEF	ARTMENT OF TRANSI	PORT	ATIO	N				
	L AVIATION ADMINIST			•	MASTER MINIMUM	M EQUIPMENT I	LIST	
AIRCRA	FT:			REV	ISION NO :	57	PAGE:	
B-737				DAT	E: 09/29/20	14	23-5	
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED			
NO.II.BEI	`			3.	NUMBER REQUIRED FOR DI	SPATCH		
23 - CON	MMUNICATIONS				4. REMARKS OR EXCE	PTIONS		
4.	Crewmember Interphone System (Cont'd)							
Passenger     Configuration     (Cont'd)								
	c) Flight Deck to Ground Function (Includes CALL functions) (Cont'd)							
		С	1	0	<ul> <li>(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Nose gear/forward fuselage flight interphone jack operates normally.</li> </ul>			
		В	-	0	(O) May be inoperative provid are established and used.	led alternate pro	cedures	
	(2) All Other Aircraft/ Operations	С	-	0	(O) May be inoperative provid are established and used.	led alternate pro	cedures	
		D	-	0	May be inoperative provided pits use.	procedures do no	ot require	
	2) Cargo Configuration							
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	С	-	0	(O) May be inoperative provide emergency procedures and/or are established and used.			
	. anotono	D	-	0	May be inoperative provided pits use.	orocedures do no	ot require	
	b) Cabin to Cabin Function	D	-	0				
					(Continued)			

U.S. DEPARTMENT OF TRANS	PORT	ATIO					
FEDERAL AVIATION ADMINIST	_	_	•	MASTER MINIMUM E	EQUIPMENT L	.IST	
AIRCRAFT:			REV	ISION NO :	57	PAGE:	
B-737			DAT	E: 09/29/2014		23-6	
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	ER INSTALLED			
NOMBER			3.	NUMBER REQUIRED FOR DISP	АТСН		
23 - COMMUNICATIONS				4. REMARKS OR EXCEPT	TIONS		
4. Crewmember Interphone System (Cont'd)							
2) Cargo Configuration (Cont'd)							
c) Flight Deck to Ground Function (Includes CALL functions)							
(1) Large Turbojet Airplanes Operating Under 14 CFR 121	С	1	0	<ul> <li>(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Nose gear/forward fuselage service interphone jack operates normally.</li> </ul>			
	С	1	0	(O) Service interphone flight dec flight deck function may be inope a) Alternate procedures are used, and b) Nose gear/forward fusel jack operates normally.	erative provide e established a	d: and	
	В	-	0	(O) May be inoperative provided are established and used.	alternate prod	edures	
(2) All Other Aircraft/ Operations	С	-	0	(O) May be inoperative provided are established and used.	alternate proc	edures	
	D	-	0	May be inoperative provided pro its use.  (Continued)	cedures do no	t require	

	PARTMENT OF TRANSF	-		N	MASTER MINIMUM EQUIPMENT LIST					
AIRCRA				REV	ISION NO : 57 PAGE:					
B-737				DAT						
SYSTEM	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED					
NUMBEI	τ			3.	NUMBER REQUIRED FOR DISPATCH					
23 - CON	MUNICATIONS				4. REMARKS OR EXCEPTIONS					
4.	Crewmember Interphone System (Cont'd)									
	3) For an Operator other than a holder of an Aircarrier or Commercial Operator Certificate.									
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	С	-	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.					
		D	-	0	May be inoperative provided procedures do not require   its use.					
	b) Cabin to Cabin Function	D	-	0						
5.	Cabin Attendant(s) Inter-Cabin Phone System				DELETED prior to Revision 27, relief incorporated into Item 23-4.					
6. ***	Selective Call System (SELCAL)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.					
		D	1	0	May be inoperative provided procedures do not require its use.					
	1) Channels	С	-	0	(O) May be inoperative provided alternate procedures are established and used.					
		D	-	0	May be inoperative provided procedures do not require its use.					
7.	Flight Interphone System									
	Flight Deck     Intercom				DELETED by Revision 33. Relief incorporated into Item 25-11.					
	2) Flight Deck to Ground				DELETED by Revision 45, relief incorporated into Item 23-4.					

II O DEF		NODODI		\1				
	PARTMENT OF TRA L AVIATION ADMIN			N	MASTER MINIMUM E	QUIPMENT L	IST	
AIRCRA	FT:			REV	ISION NO:	57	PAGE:	
B-737				DAT	E: 09/29/2014		23-8	
SYSTEM SEQUEN NUMBER	ICE ITE	1. M	2.	NUMB	ER INSTALLED	-		
TTOMBE	`			3.	NUMBER REQUIRED FOR DISPA	АТСН		
23 - CON	MUNICATIONS				4. REMARKS OR EXCEPT	IONS		
8.	Forward Observer' Audio Selector Panel	S			DELETED Revision 33, relief incorporated into Item 25-11.			
9. ***	ACARS System	С	1	0	(O) May be inoperative provided are established and used.	alternate proc	edures	
					NOTE: Any portion of system that operates normally may be used.			
		D	1	0	May be inoperative provided prodits use.	edures do no	t require	
	1) ACARS Printer	D	-	0	NOTE: Any portion of system the may be used.	at operates no	ormally	
	2) FMC Interface Function	С	-	0	(O) May be inoperative provided are established and used.	alternate proc	edures	
					NOTE: Any portion of system that may be used.	at operates no	rmally	
		D	1	0	May be inoperative provided prodits use.	edures do no	t require	
					NOTE: Any portion of system the may be used.	at operates no	ormally	
10.	Cockpit Voice Recorder System (CVR)							
	Aircraft without Recorder Independent Power Supply (RIPS)	Α	1	0	May be inoperative provided:  a) Flight Data Recorder (FD normally, and b) Repairs are made within  (Continued)		ys.	

	PARTMENT OF TRANSI			N	MASTER	MINIMUM EQI	I IIPMENT I	IST
AIRCRA				REV	ISION NO :		57	PAGE:
B-737				DAT		09/29/2014	0.	23-9
SYSTEN SEQUEN NUMBE	NCE ITEM	1.	2.	NUMB				
	·			3.	NUMBER REQUIRE	D FOR DISPAT	СН	
23 - CON	MMUNICATIONS				4. REMARKS	OR EXCEPTIO	NS	
10.	Cockpit Voice Recorder System (CVR) (Cont'd)							
***	2) Aircraft with Recorder Independent Power Supply (RIPS)(-600/ -700/-800/-900)	A	1	0		Recorder (FDR breaker is pulled interval after perfore departure, made within the perative with the	ed and colla ulling of the and ree flight da	e c/b is ays.
	a) Recorder Independent Power Supply (RIPS)	С	1	0	(M) May be inoperated a) CVR operated b) RIPS battery	es normally, and	d	
11. ***	High Frequency (HF) Communication System (Includes STC's ST02959AT and ST01837LA)	D	-	-	Any in excess of the inoperative.	ose required by	14 CFR ma	ay be
		С		1	route of flight of the second	CS provided: foice or Data Lir focedures are electric and Voice is to be ute of flight, SAMARSAT) or dir RIDIUM) must be odes are not average is available are not available are facility is respectively.	nk operates stablished a lable over in used over the TCOM Voice rect dial cor- rect dial cor- rect available, ailable while dination with required.	and ntended ne se short nmercial . If e using

	PARTMENT OF TRANS LL AVIATION ADMINIS	_	_	N	MASTER MINIMUM EQUIPMENT LIST
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B-737				DAT	E: 09/29/2014 23-10
SYSTEN SEQUEI NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
23 - COI	MMUNICATIONS				4. REMARKS OR EXCEPTIONS
12. ***	Emergency Locator Transmitter (ELT)				
	Survival Type     ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
	2) Fixed ELTs				
	a) Required by 14 CFR	Α	-	0	(M) May be inoperative provided:  a) System is deactivated, and b) Repairs are made within 90 days
		Α	-	0	May be missing provided repairs are made within 90 days
	b) Not Required by 14 CFR	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by 14 CFR may be missing.
13.	Flight Crew Audio Selector/Control Panels	Α	2	1	<ul> <li>(O) Either Captain's or First Officer's audio control panel may be inoperative provided: <ul> <li>a) Optional AUDIO transfer switch is installed and operates normally,</li> <li>b) Primary observer's audio control panel is located on aft electronics panel and operates normally, and</li> <li>c) Repairs are made within two flight days.</li> </ul> </li> </ul>
***	AUDIO Transfer     Switch	С	1	0	
14.	Flight Deck Headsets Earphones/ Headphones and Boom Microphones				
	Headset Boom Microphones	Α	-	0	May be inoperative provided:  a) Flight Data Recorder (FDR) operates normally and, b) Associated hand microphone is installed and operates normally and, c) Repairs are made within three flight days.
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.  (Continued)

AIRCRAFT: B-737  SYSTEM & SEQUENCE NUMBER  1- 23 - COMMUNICATIONS  14. Flight Deck Headbests Earphones/ Headphones and Boom Microphones (Control) 2) Headbest Earphones/ Headphones  D - 1 Either captains or first officer's headset may be inoperative provided associated flight deck speaker operates normally.  3) Active Noise Canceling/ Reduction Function  15. Pre-recorded Reduction Function  15. Pre-recorded System  D 1 0 (O) May be inoperative provided alternate procedures are established and used.  16. Push-To-Talk (PTT) Switches  17. Control Wheel PTT Switches  18. C 2 1 (M) One may be inoperative provided: a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated.  18. C 2 1 (M) One may be inoperative provided: a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated.  19. Continued)		PARTMENT OF TR			N	MASTE	R MINIMUM EQU	JIPMENT I	JIST
B-737   DATE: 09/29/2014   23-11					RE\		230		
SYSTEM & SEQUENCE ITEM NUMBER  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  14. Flight Deck Headsets Earphones/ Headphones and Boom Microphones (Contd)  2) Headset Earphones/ Headphones  D Any in excess of those required by 14 CFR may be inoperative.  3) Active Noise Canceling/ Reduction Function  15. Pre-recorded Passenger Announcement System  D 1 0 May be inoperative provided alternate procedures are established and used.  16. Push-To-Talk (PTT) Switches  1) Control Wheel PTT Switches  2) Flight Crew Audio Selector Panel PTT Switches  3) Glareshield C Panel PTT Switches  1) Glareshield C Panel PTT Switches  (M) One may be inoperative provided:  a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated.		• •					09/29/2014	<i>J</i> ,	_
3. NUMBER REQUIRED FOR DISPATCH   4. REMARKS OR EXCEPTIONS   4. REMARKS OR EXCEPTIONS	SEQUE	NCE IT		2.	NUME	BER INSTALLED			
14. Flight Deck Headsets Earphones/ Headphones and Boom Microphones (Cont'd)  2) Headset C = Earphones/ Headphones  D - 1 Either captains or first officer's headset may be inoperative provided associated flight deck speaker operates normally  D Any in excess of those required by 14 CFR may be inoperative.  3) Active Noise C = Canceling/ Reduction Function  5. Pre-recorded Passenger Announcement System  D 1 0 (O) May be inoperative provided alternate procedures are established and used.  16. Push-To-Talk (PTT) Switches  1 Control Wheel C PTT Switches  2 Flight Crew Audio Selector Panel PTT Switch operates normally, and b) Affected switch is either verified failed open.  3 Glareshield C Panel PTT Switch is either verified failed open.  (M) May be inoperative provided:  a) Associated control wheel PTT switch operates normally, and b) Affected switch is verified failed open.	NUMBE	R		<u> </u> -	3.	NUMBER REQUIRI	ED FOR DISPAT	СН	
Headsets Earphones/ Headphones and Boom Microphones (Cont'd)  2) Headset Earphones/ Headphones  D Any in excess of those required by 14 CFR may be inoperative.  3) Active Noise Canceling/ Reduction Function  D 0 May be inoperative provided normal audio function of headset is operative.  (O) May be inoperative provided alternate procedures are established and used.  (O) May be inoperative provided normal audio function of headset is operative.  (O) May be inoperative provided alternate procedures are established and used.  (O) May be inoperative provided alternate procedures are established and used.  (M) One may be inoperative provided: a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open.  (M) One may be inoperative provided: a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is verified failed open.  (M) One may be inoperative provided: a) Associated outrol wheel PTT switch operates normally, and b) Affected switch is verified failed open.	23 - COI	MMUNICATIONS				4. REMARKS	OR EXCEPTION	NS	
Earphones	14.	Headsets Earphones/ Headphones and Boom Microphon							
inoperative.  3) Active Noise Canceling/Reduction Function  15. Pre-recorded Passenger Announcement System  D 1 0 (O) May be inoperative provided alternate procedures are established and used.  16. Push-To-Talk (PTT) Switches  1) Control Wheel PTT Switches  C 2 1 (M) One may be inoperative provided:  a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open.  (M) One may be inoperative provided:  a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open.  (M) One may be inoperative provided:  a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open.		Earphones/		-	inoperative provided associated flight deck speaker operates normally				
Canceling/ Reduction Function  15. Pre-recorded Passenger Announcement System  D 1 0 May be inoperative provided alternate procedures are established and used.  16. Push-To-Talk (PTT) Switches  1) Control Wheel PTT Switches  C 2 1 (M) One may be inoperative provided: a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated.  2) Flight Crew Audio Selector Panel PTT Switches  3) Glareshield C Panel PTT Switches  4. (M) One may be inoperative provided: a) Associated control wheel PTT switch operates normally, and b) Affected switch is either verified failed open.  4. (M) One may be inoperative provided: a) Associated control wheel PTT switch operates normally, and b) Affected switch is verified failed open.			D	-	-				
### Passenger Announcement System  D 1 0 May be inoperative provided procedures do not require its use.  16. Push-To-Talk (PTT) Switches  1) Control Wheel PTT Switches  C 2 1 (M) One may be inoperative provided:  a) Associated audio selector panel PTT switch operates normally, and  b) Affected switch is either verified failed open or is deactivated.  2) Flight Crew Audio Selector Panel PTT Switches  Audio Selector Panel PTT Switches  *** 3) Glareshield Panel PTT Switch(es)  (M) May be inoperative provided:  a) Associated control wheel PTT switch operates normally, and  b) Affected switch is verified failed open.		Canceling/ Reduction	D	-	0				ction of
its use.    16.   Push-To-Talk (PTT)		Passenger Announcement	С	1	0				edures
Switches  1) Control Wheel PTT Switches  2			D	1	0		e provided proced	ures do no	t require
PTT Switches  a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated.  2) Flight Crew	16.	,	ГТ)						
Audio Selector Panel PTT Switches  ***  3) Glareshield Panel PTT Switch(es)  Associated control wheel PTT switch operates normally, and b) Affected switch is verified failed open.  (M) May be inoperative provided affected switch is either verified failed open or is deactivated.				2	1	a) Associated operates r b) Affected s	d audio selector p normally, and witch is either verif	anel PTT s	
Panel PTT Switch(es)  either verified failed open or is deactivated.		Audio Selecto Panel PTT		2	1	a) Associated normally, a	d control wheel P <sup>-</sup> and	TT switch c	perates
(Continued)	***	Panel PTT	С	-	0				ch is
						(Continued)			

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	PARTMENT OF T L AVIATION ADI			N	MASTER MINIMUM EQ	UIPMENT L	IST
AIRCRA	FT:			REV	ISION NO :	57	PAGE:
B-737				DAT	E: 09/29/2014		23-12
SYSTEM SEQUEN NUMBER	ICE I	1. TEM	2.	NUMB	ER INSTALLED		
NOWIDER	<u> </u>			3.	NUMBER REQUIRED FOR DISPA	ГСН	
23 - CON	MUNICATIONS				4. REMARKS OR EXCEPTION	ONS	
16.	Push-To-Talk (F Switches (Cont'd)	PTT)					
***	3) Glareshield Panel PTT Switch(es) (Cont'd)						
		D	-	0	(M) May be inoperative provided:  a) Affected switch is either veris deactivated, and  b) Procedures do not require		open or
***	4) Pendant Switch(es)	C - 0 (M) May be inoperative provided affected switch is either verified failed open or is deactivated.			h is		
		D	-	0	(M) May be inoperative provided:  a) Affected switch is either veries deactivated, and b) Procedures are not based		open or
17.	Flight Deck Han Microphones	d C	-	0	May be inoperative or missing provided boom microphone operates normal		ated
		D	-	0	Any in excess of those required by inoperative or missing.	14 CFR ma	y be
18. ***	Satellite Communication System (SATCO		1	0	(O) May be inoperative provided all are established and used.	ternate proc	edures
	System (SATO)	D	1	0	May be inoperative provided proce its use.	dures do not	require
19.	Alerting System (Audio/Visual)						
	Passenger     Configuration	1					
a) Flight Deck B Call Visual Alerting			1	0	May be inoperative provided flight system operates normally.		
	System				NOTE: Flight deck audio alerting be operative.	system must	always
					(Continued)		

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B-737			DA	TE:	09/2	9/2014	2	3-13
SYSTEM & SEQUENCE ITEM	1.	2.	NUM	BER IN	STALLED			
NUMBER			3.	NUME	SER REQUIRED FO	R DISPATCH		
23 - COMMUNICATIONS				4.	REMARKS OR E	EXCEPTIONS		
19. Alerting System (Audio/Visual) (Cont'd)  1) Passenger Configuration								
(Cont'd) b) Flight Attendant Visual Alerting System	В	1	0	NOT	lavatory smoke of lavatory smoke of lavatory smoke of is installed and of the latendants are expected attendants are expected. Passenger to considered Not Furnishing (NITE 2: Any visual ale	ates normally, alerting system is detector alerting, detector alert (vistoperates normally lures for contacting stablished and us Attendant Call Syon-Essential Equies) item.	an alterna ual or aud r, and ng flight sed. /stem is pment and	ate lio) d
c) Flight Attendant Audio Alerting System	В	1	0	NOT	May be inoperative points of the points of t	provided: ates normally, alerting system is detector alerting, detector alert (visi- perates normally lures for contactir stablished and us Attendant Call Sy on-Essential Equi EF) item.	s used for an alterna- ual or aud r, and ng flight sed. vstem is pment and	ate lio

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	DEV	MASTER MINIMUM EQUIPMENT LIST					
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)		ER INSTALLED					
 	11011112	EN INGTALLES					
;	3. NUMBER REQUIRED FOR DISPATCH						
		4. REMARKS OR EXCEPTIONS					
1	0	May be inoperative provided:  a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio is installed and operates normally, and c) Flight Attendants not required by 14 CFR.					
		NOTE 1: Any audio alerting system function(s) that operates normally may be used.  NOTE 2: Aircraft with 19 or less takeoff and landing seats installed.					
1	0	May be inoperative provided flight deck audio alerting system operates normally.					
1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.					
1	0	(O) May be inoperative provided:         a) Courier/supernumerary address system operates normally, and         b) Alternate procedures are established and used.					
1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.  NOTE: Any visual alerting system function(s) that operates normally may be used.  (Continued)					
	1 1 1 1	1 0 1 0 1 0					

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	PARTMENT OF TRANS L AVIATION ADMINIST			N	MASTER MINIMUM E	QUIPMENT L	IST
AIRCRA	FT:			REV	ISION NO:	57	PAGE:
B-737				DAT	E: 09/29/2014		23-15
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED		
NOWBE	`			3.	NUMBER REQUIRED FOR DISP	ATCH	
23 - CON	MUNICATIONS				4. REMARKS OR EXCEPT	TIONS	
19.	Alerting System (Audio/Visual) (Cont'd)						
	2) Cargo Configuration (Cont'd)						
d) Courier/ B Supernumerary Audio Alerting System			1	0	<ul> <li>((O) May be inoperative provided</li> <li>a) Courier/supernumerary and</li> <li>operates normally, and</li> <li>b) Alternate procedures are used.</li> </ul>	address syster	
		D	1	0	May be inoperative provided cou compartment remains unoccupie NOTE: Any audio alerting system operates normally may be	ed. n function(s) th	
20. ***	Handset Systems						
	Passenger     Configuration						
	a) Flight Deck	С	1	0	<ul> <li>(O) May be inoperative provided</li> <li>a) Flight deck to cabin comnormally, and</li> <li>b) Alternate procedures are used.</li> </ul>	munication op	
		D	1	0	May be inoperative provided proits use.	cedures do no	t require
	b) Cabin	В	-	-	(O) May be inoperative provided  a) Fifty percent of cabin had normally, and b) Alternate communication affected flight attendant established and used.  NOTE 1: An operative handset a	ndsets operate n procedures b station(s) are t an inoperativ	etween re flight
					attendant seat shall not fifty percent requirement NOTE 2: Any handset functions	nt.	
					may be used. (Continued)	•	Í
				<u> </u>	(Continued)		

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B-737			DAT	E: 09/29/2014		23-16
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TO MOLICE TO THE PARTY OF THE P			3.	NUMBER REQUIRED FOR DISPAT	СН	
23 - COMMUNICATIONS				4. REMARKS OR EXCEPTION	NS	
20. Handset Systems (Cont'd)						
b) Cabin (Cont'd)						
	В	1	0	NOTE: Any handset functions that of may be used.	operate nor	mally     
Cargo     Configuration						·
a) Flight Deck	С	1	0	(O) May be inoperative provided flig supernumerary communication oper		
	D	1	May be inoperative provided procedures its use.		ures do not	require
b) Courier/ Supernumerary	D	-	1			
	D	-	0	May be inoperative provided courier compartment remains unoccupied.	/supernum	erary
21. Electronic Visual *** Surveillance Systems (All Installed Systems)	Α	1	0	(O) May be inoperative and compormissing provided:  a. Alternate procedures are estused, and b. Repairs are made within three	tablished ar	nd /s.
				NOTE: Any portion of the system when normally may be used.	nich operate	es
	С	1	0	(O) May be inoperative and compormissing provided:  a. The flight deck door viewing and operates normally, and b. Alternate procedures are estused.	port is insta	alled
				NOTE: Any portion of the system will normally may be used.	nich operate	es
	D	1	0	May be inoperative and components provided procedures do not require (Continued)		issing

MASTER MINIMUM EQUIPMENT LIST	NC			U.S. DEPARTMENT OF TRANS
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R INSTALLED	NUI	QUENCE ITEM 2.		SYSTEM & SEQUENCE ITEM NUMBER
UMBER REQUIRED FOR DISPATCH	3.			HOWIDEN
4. REMARKS OR EXCEPTIONS				23 - COMMUNICATIONS
				21. Electronic Visual *** Surveillance Systems (All Installed Systems) (Cont'd)
May be inoperative provided courier/supernumerary compartment remains empty.	0	1	С	All Cargo     Configuration
May be inoperative and components may be missing provided procedures do not require its use.	0	1	D	
(O) May be inoperative provided alternate procedures are established and used.	0	1	С	22. Electronic Voice Checklist
(O) May be inoperative provided alternate procedures are established and used for affected subsystems.	0	1	С	23. Multipurpose *** Interactive Display Unit (MIDU)
	0	1	D	24. Landscape Camera  *** System (-800EF  STC ST02000NY)
(M) May be inoperative or missing.	0	1	D	1) Dome Camera
(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of system that operates normally	0	1	С	25. Automated Flight Information Reporting System (AFIRS) (STC's
nay be used.				ST02361NY)
May be inoperative provided procedures do not require its use.	0	1	D	
NOTE: Any portion of system that operates normally may be used.				
(O) May be inoperative provided alternate procedures are established and used.	0	1	С	*** 1) Global Voice SATCOM (ST02361NY)
May be inoperative provided procedures do not require its use.	0	1	D	
(Continued)				
May be inoperative and components may be missing provided procedures do not require its use.  (O) May be inoperative provided alternate procedures are established and used.  (O) May be inoperative provided alternate procedures are established and used for affected subsystems.  (M) May be inoperative or missing.  (O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of system that operates normally may be used.  May be inoperative provided procedures do not require its use.  NOTE: Any portion of system that operates normally may be used.  (O) May be inoperative provided alternate procedures are established and used.  May be inoperative provided alternate procedures are established and used.  May be inoperative provided procedures do not require its use.		1 1 1 1 1 1	CCCDDCC	22. Electronic Voice Checklist  23. Multipurpose Interactive Display Unit (MIDU)  24. Landscape Camera System (-800EF STC ST02000NY)  1) Dome Camera  25. Automated Flight Information Reporting System (AFIRS) (STC's ST10345SC and ST02361NY)  *** 1) Global Voice SATCOM

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B-737					DAT	DATE: 09/29/2014 23-18				
SYSTEM SEQUEN NUMBER	QUENCE ITEM 2.		2.	NUMB	UMBER INSTALLED					
	· <u>·</u>				3.	NUMBER REQUIRE	D FOR DISPAT	СН		
23 - CON	MMUNIC	ATIONS				4. REMARKS	OR EXCEPTIO	NS		
25. Automated Flight Information Reporting System (AFIRS) (STC's ST10345SC and ST02361NY) (Cont'd)										
***	SAT (ST	bal Voice COM 02361NY) nt'd)			0					
		Cockpit Dialer Pad	С	1	0	(O) May be inopera are established and		ernate proc	edures	
			D	1	0	May be inoperative its use.	provided proced	dures do no	t require	
		Flt Compt. Handset	С	1	0	(O) May be inopera are established and	tive provided alternate procedures dused.			
			D	1	0	May be inoperative its use.	provided proced	dures do no	t require	
		Pax Compt. Handset	С	1	0	(O) May be inopera are established and		ernate proc	edures	
			D	1	0	May be inoperative its use.	provided proced	dures do no	t require	
***		bal ssaging 02361NY)	С	1	0	(O) May be inopera are established and		ernate proc	edures	
			D	1	0	May be inoperative its use.				
						NOTE: Any portion normally m	n of the system that hay be used.	hat operate	S	
26. ***	Avionic securel Airborn		D	1	0	May be inoperative its use.	provided proced	dures do no	t require	
	Router	3151AT)				NOTE: Any mode to	hat operates nor	mally may l	oe used.	

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B-737				DAT	E: 09/29/2014		23-19			
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NOWBE	`			3.	NUMBER REQUIRED FOR DISP	ATCH				
23 - CON	MUNICATIONS				4. REMARKS OR EXCEPT	TIONS				
27. ***	Data Link Communication	С	1	0	(O) May be inoperative provided are established and used.	alternate proc	edures			
					NOTE: Any portion of the syste normally may be used.	m that operate	S			
		D	1	0	May be inoperative provided pro its use.	cedures do no	t require			
					NOTE: Any portion of the syste normally may be used.	m that operate	S			
28. FWD and AFT C  *** Attendant Control Panel LCD Touch		С	6	0	(O) May be inoperative provided are established and used.	alternate proc	edures			
	Screen Display, Display Processor and Display Processor Over- Temperature LED Light, Boeing Sky Interior (BSI) (-600/ -700/-800/-900) -				NOTE: Any portion of the syste normally may be used.	m that operate	S			

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	L AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST					
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B-737				DA	ATE: 11/19/2012 24-1					
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUM	MBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
24 - ELE	CTRICAL POWER				4. REMARKS OR EXCEPTIONS					
1.	Engine Driven Generator Systems									
	1) (-100/-200/-300/ -400/-500)	В	2	1	<ul> <li>(M)(O) Except for ER operations, may be inoperative provided:</li> <li>a) APU generator operates normally and is used throughout flight, and</li> <li>b) An APU fuel heater is installed.</li> </ul>					
		В	2	1	<ul> <li>(M)(O) Except for ER operations, may be inoperative provided:</li> <li>a) APU generator operates normally and is used throughout flight, and</li> <li>b) Fuel temperature is maintained at or above 32 degrees F (0 degrees C).</li> </ul>					
	2) (-600/-700/-800/ -900)	В	2	1	(M)(O) Except for ER operations, may be inoperative provided APU generator operates normally and is used throughout flight.					
	3) (-700/-800 with APU serial numbers P-7534 and lower, or P-7638 and Higher; or upon incorporation of Honeywell Service Bulletin 131-49-7949, or Production Equivalent)				DELETED Revision 53					
	4) (-700/-800 with APU serial numbers P-7535 through P-7637 prior to incorporation of Honeywell Service Bulletin 131-49-7949)				DELETED Revision 53					
2.	APU Generator System	С	1	0	Except for ER operations, may be inoperative.					

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B-737				DA	TE: 11/19/2012 24-2					
SYSTEM & 1. SEQUENCE ITEM NUMBER			2.	NUME	NUMBER INSTALLED					
NOWIDE	`			3.	NUMBER REQUIRED FOR DISPATCH					
24 - ELE	CTRICAL POWER				4. REMARKS OR EXCEPTIONS					
3.	Engine Driven Generator LOW OI PRESSURE/DRIVI Lights									
	1) (-100/-200/ -300/-400/-500	C )	2	0	LOW OIL PRESSURE/DRIVE lights and associated generator low oil pressure switches may be inoperative provided associated HIGH OIL TEMP light and oil temperature indicator operate normally.					
	2) (-600/-700/ -800/-900)	С	2	0	DRIVE lights and associated generator low oil pressure switches may be inoperative.					
4.	Engine Driven Generator Oil Temperature Indicator Systems (-100/-200/-300/ -400/-500)	С	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and HIGH OIL TEMP light operates normally.					
5.	Engine Driven Generator HIGH OIL TEMP Lights (-100/-200/-300/ -400/-500)	С	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and oil temperature indicator operate normally.					
6.	Transformer Rectifiers									
	1) No. 2 TR (-100/ -200)	В	1	0	Except for ER operations, may be inoperative provided:  a) All DC busses and all generators (including APU generator) operate normally, and b) APU generator can be electrically connected to either bus.					
7.	Frequency Meter	С	1	0						
8.	AC Volts Indication	В	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.					
	1) Residual Voltage Functio (-100/-200/-300 -400/-500)		1	0						
9.	AC Ammeters	С	-	0	May be inoperative provided associated generator off bus lights operate normally.					

	PARTMENT OF TRANS L AVIATION ADMINIS		_	1	MASTER MINIMUM EQUIPMENT LIST				
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B-737				DA	ATE: 11/19/2012 24-3				
	YSTEM & 1. EQUENCE ITEM UMBER		2.	NUM	UMBER INSTALLED				
	<u>-</u>			3.	NUMBER REQUIRED FOR DISPATCH				
24 - ELE	CTRICAL POWER				4. REMARKS OR EXCEPTIONS				
10.	Generator System Annunciator Panel (-100/ -200/-300/ -400/-500)	С	1	0					
11.	External Power System	С	1	0	NOTE: Any portion of system which operates normally may be used.				
***	1) DC Receptacle	D	1	0					
12.	GEN OFF BUS Lights	С	2	1	One may be inoperative provided associated generator AC ammeter operates normally.				
13. ***	Galley Load Shed Sensor Module (-300/-400/-500)	С	1	0	May be inoperative provided GALLEY Power Switch remains OFF when APU is being used to power both generator busses on ground.				
14. ***	BAT DISCHARGE Light	С	1	0					
15. ***	TR UNIT Light	С	1	0					
16. ***	ELEC Light								
	1) (-300/-400/-500)	С	1	0	<ul><li>(O) May be inoperative OFF provided:</li><li>a) Standby Power Test is accomplished, and</li><li>b) Battery Charger is verified to operate normally.</li></ul>				
	2) (-600/-700/-800/ -900)	С	1	0	<ul> <li>(O) May be inoperative OFF provided:</li> <li>a) Standby Power Test is accomplished once each flight day, and</li> <li>b) Battery Charger is verified to operate normally.</li> </ul>				
17.	DC Ammeter Indication	В	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) BAT position operates normally,</li> <li>b) Standby Power Test is accomplished, and</li> <li>c) Procedures do not require its use.</li> </ul>				
18.	DC Volts Indication	В	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.				

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B-737					DATE: 11/19/2012			24-4
SYSTEM SEQUEN NUMBER	ICE ITEN	1.	2.	NUME	BER INSTALLED			
NOWBE	`			3.	NUMBER REQUIR	ED FOR DISPAT	СН	
24 - ELE	CTRICAL POWER				4. REMARK	S OR EXCEPTIO	NS	
19.	APU GEN OFF BUS Light	С	1	0		re provided: uency meter oper neter operates no		lly, and
20.	Cabin Power Switch (Jet Aviation Engineering Services, (JAES))	і В	1	0	(M) May be inoper established and us			

	PARTMENT OF TRANS L AVIATION ADMINIST			N	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			RE	VISION NO: 57 PAGE:				
B-737				DA	DATE: 09/29/2014 25-1				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMI	BER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
	JIPMENT AND RNISHINGS				4. REMARKS OR EXCEPTIONS				
1.	Megaphones (Includes STC's SA2969SO, and ST10238SC)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided:  a) Inoperative megaphone is removed from passenger cabin, and b) Associated placard is removed or obscured, and c) Required distribution is maintained.  NOTE: Not required for all-cargo operations.				
2.	Crewmember Shoulder Harness (Flight Deck)				DELETED Revision 33, relief incorporated into Item 25-11.				
3.	Flight Attendant Seat Assembly (Single or Dual Position)								
	1) Required Flight Attendant Seats	В	-	-	<ul> <li>(M)(O) One seat position or assembly (dual position) may be inoperative provided: <ul> <li>a) Affected seat or seat assembly is not occupied,</li> <li>b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to inoperative seat(s), so as to most effectively perform assign duties,</li> <li>c) Alternate procedures are established and used as published in crewmembers manuals,</li> <li>d) Folding type seat stows automatically or is secured in retracted position, and</li> <li>e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".</li> </ul> </li> <li>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</li> <li>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</li> <li>(Continued)</li> </ul>				

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MASTER MINIMUM EQUIPME											
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B-737					D	DATE: 09/29/2014 25-2					
SYSTEM SEQUEN NUMBER	NCE	ITEM	1.	2.	NUN	IMBER INSTALLED					
NONBLI	<u> </u>				3.	NUMBER REQUIRED FOR DISPATCH					
		MENT AND SHINGS				4. REMARKS OR EXCEPTIONS					
3.	Se (Si	ght Attendant at Assembly ngle or Dual sition) (Cont'd)									
	1)	Required Flight Attendant Seats (Cont'd)				NOTE 3: Individual operators, when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met.					
						NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to adjacent seat, adjacent seat must operate normally.					
	2)	Excess Flight Attendant Seats	С	-	-	<ul> <li>(M) May be inoperative provided:</li> <li>a) Affected seat position or seat assembly is not occupied, and</li> <li>b) Folding type seat stows automatically or is secured in retracted position.</li> </ul>					
						NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.					
						NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.					
	3)	All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.					
***	4)	Seat Cushion Heating System	D	-	0	(M) May be inoperative provided heating system is deactivated.					
4.		bin Window ades	D	-	0	May be inoperative in a compartment used for cargo provided AFM Limitations are observed.					
						NOTE: Passenger Cabin Window Shades in compartments configured for passengers only are considered Nonessential Equipment Furnishings (NEF).					

U.S. DEPARTMENT OF TRANSPERFEDERAL AVIATION ADMINISTR			N		MASTER MINIMUM EQUIPMENT LIST				
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B-737				DATE: 09/29/2014 2					
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	N	SER INSTALLED					
			3. NUMBER REQUIRED FOR DISPATCH						
25 - EQUIPMENT AND FURNISHINGS					4. REMARKS OR EXCEPTIONS				
5. Cargo Compartment Restraint Components	Α	-		-	<ul> <li>(M) May be inoperative or missing provided:</li> <li>a) Acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual, or Weight and Balance Document are observed, and</li> <li>b) Repairs are made prior to the completion of next heavy maintenance visit.</li> </ul>	the			
	С	-		-	May be inoperative or missing provided associated cargo compartment remains empty.				
	С	-		-	May be inoperative or missing provided pallet with inoperative lock(s) is removed.				
1) Passenger Pallets (737C, -300 QC, and -700C)	С	-		-	<ul> <li>(M) One lock per pallet may be inoperative provided:</li> <li>a) Three seats in group associated with lock ar blocked by folding and securing backrests in forward position, and</li> <li>b) If more than one lock is inoperative, pallet m be removed.</li> </ul>	e ı a			
					NOTE: If a pallet lock cover is broken or missing, associated lock is considered inoperative.				
2) Cargo Pallet Locks (Pemco 737 F/QC and COMBI)	С	-		-	(M)(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.				
6. Passenger Seat(s) (Includes STC ST10238SC)	D	-		-	May be inoperative provided:  a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) is blocked and placarded "I NOT OCCUPY".	00			
					NOTE 1: A seat with an inoperative seat belt is considered inoperative.				
					NOTE 2: Inoperative seat(s) does not affect required number of Flight Attendants.	d			
					NOTE 3: Affected seat(s) may include seat(s) behin and/or adjacent outboard seats.	d			
					(Continued)				

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FEDERAL AVIATION ADMINISTRA	TION			NT LIST						
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B-737	1		DATE:	09/29/2014	25-4					
SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	N	UMBER INSTALL	ED						
NOMBER		3.	NUMBER RE	QUIRED FOR DISPATCH						
25 - EQUIPMENT AND FURNISHINGS			4. REN	MARKS OR EXCEPTIONS						
6. Passenger Seat(s) (Includes STC ST10238SC) (Cont'd)										
1) Recline [ Mechanism	-			noperative and seat occupied proved in upright position.	ided					
ι	-			perative and seat occupied provided ovable in full upright position.	d seat					
2) Arm Rests										
a) Armrest with [ Recline Mechanism	-		provided: a) Arm b) Arm acc c) If a	noperative or missing and seat occ n rest does not block an Emergenc n rest does not restrict any passeng ess to main aircraft aisle, and rmrest is missing, seat is secured in ight position.	y Exit, ger from					
b) Armrest [ without Recline Mechanism	-		provided: a) Arm and b) Arm	erative or missing and seat occupie n rest does not block an Emergenc l n rest does not restrict any passen ess to main aircraft aisle.	y Exit,					
3) Underseat ( Baggage Restraining Bars	- ·		a) Bag inop b) Ass BAG c) Pro	noperative provided: ggage is not stowed under seat with perative restraining bar, sociated seat is placarded "DO NO" GGAGE UNDER THIS SEAT", and cedures are established to alert Ca w of inoperative restraining bar.	T STOW					
4) Electrical/ Electronic Systems/ Components			DELETED R	evision 49.						

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B-737			DAT	DATE: 09/29/2014 25-5					
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLI	ED				
			3.	NUMBER RE	QUIRED FOR DISPA	ATCH			
25 - EQUIPMENT AND FURNISHINGS				4. REM	IARKS OR EXCEPTI	ONS			
6. Passenger Seat(s) (Includes STC ST10238SC) (Cont'd)									
*** 5) Seat Belt Air Bag Restraint Systems							I		
a) Seat Belt Air Bag Restraint System Required By CFR	D	-	-		erative provided affec d DO NOT OCCUPY		ocked		
b) Seat Belt Air Bag Restraint System Not Required by CFR	D	-	-	May be inope operated nor	erative or disconnecte mally	ed provided s	eat belt		
7. Second Observer Seat				MOVED to Ite	em 25-11 prior to Rev	vision 30.			
8. Flight Deck Door Lock Solenoid				MOVED to Ite	em 52-8 prior to Revi	sion 30.			
9. "Fasten Seat Belts While Seated" Signs or Placards	С	-	-	missing provi	signs or placards ma ided a legible sign or cupied passenger se	placard is vis			
10. Non-Essential *** Equipment & Furnishings (NEF)		-	0	that item(s) in NEF deferrance processes and document. (If the available appropriate of NOTE: External	erative, damaged, or is deferred in accorda I program. NEF programs to be outlined in open and (O) procedure to flight crew and incomment.  Perior lavatory door asking the sidered NEF items.	ance with oper ram, procedu erator's appro es, if required luded in oper	erator's res, and opriate I, must rator's		

	RTMENT OF AVIATION AD			I	MASTER MINIMUM EQUIPMENT LIST
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B-737				DAT	TE: 09/29/2014 25-6
SYSTEM & SEQUENC NUMBER		1. ITEM	2.	NUMB	BER INSTALLED
- ITOMBER			_	3.	NUMBER REQUIRED FOR DISPATCH
	PMENT AND NISHINGS				4. REMARKS OR EXCEPTIONS
11. (	Observer Seat(	s)			
,	Description Primary Observer's (Including Associated Equipment)	A Seat	1	0	May be inoperative provided:  a) A passenger seat in passenger cabin is made available to an FAA inspector for performance of official duties, and b) Repairs are made within two flight days.
		А	1	0	May be inoperative provided:  a) Second observer's seat is available to an FAA inspector for performance of official duties, and b) Repairs are made within two flight days.
		А	1	0	May be inoperative provided:  a) Required minimum safety equipment (safety belt and oxygen) is available,  b) Seat is acceptable to an FAA inspector for performance of official duties, and  c) Repairs are made within two flight days.
					NOTE 1: These provisos are intended to provide for occupancy of above seats by an FAA inspector when minimum safety equipment (oxygen and safety belt) is functional and inspector determines conditions to be acceptable.
					NOTE 2: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
***	2) Second Observer's (Including Associated Equipment)		1	0	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
***	3) Crotch Stra	ps C	-	0	
2	Not Require 14 CFR (including associated equipment)	ed by	-	0	NOTE: Pilot-in-Command will determine if minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

	PARTMENT OF TRAN L AVIATION ADMINIS	_	_	1			MASTER	MINIMUM	EQUIPMEI	NT LIST
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B-737				ı	DATE	E:	09/2	9/2014		25-7
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NU	JMBI	ER INSTALL	.ED			
	`			3.	ı	NUMBER RE	EQUIRED FO	R DISPAT	СН	
	JIPMENT AND RNISHINGS					4. REI	MARKS OR E	XCEPTIO	NS	
12. ***	Emergency Flashlight Holders/ Flashlights									
	1) Cabin	С	-	•	-	assigned to	perative or mi affected posi characteristics	ition has a f	flashlight o	
	2) Flight Deck	С	-		-	assigned to	perative or mi affected posi characteristics	ition has a t	flashlight of	
13 ***.	Emergency Evacuation Signal System	С	1	(	0		inoperative p hed and used		ernate proc	edures
		D	1	(	0	May be inopits use.	perative provi	ded proced	lures do no	t require
14.	Main Deck Cargo 9G Barrier Net									
	1) (737F and QC) (PEMCO World Air Services, Inc.)	С	1	•	1		achment, at a vided maximu 34,650 lb.			
	,					NOTE: Not	required for	all-passeng	ger operatio	ons.
	2) (-700C and -700 Combi)	С	1	(	0	may be bro loading limi	ode, may be n ken or missin ts in Weight a unual are obse	g provided and Balance	approved of	cargo
						NOTE: Not	required for	all-passeng	ger operatio	ons.
		D	1	(	0		sing or net at ovided associanpty.			
						NOTE: Not	required for	all-passeng	ger operatio	ons.
						(Continued)	)			

U.S. DEPARTMENT OF TRANSPORTATION  FEDERAL AVIATION ADMINISTRATION  MASTER MINIMUM EQUIPMENT L									
AIRCRA	FT:			RE	VISION NO: 57 PAGE:				
B-737				DA	TE: 09/29/2014 25-8				
SYSTEM	NCE ITEM	1.	2.	NUME	BER INSTALLED				
NUMBE	K			3.	NUMBER REQUIRED FOR DISPATCH				
	UIPMENT AND RNISHINGS				4. REMARKS OR EXCEPTIONS				
14.	Main Deck Cargo 9G Barrier Net (Cont'd)								
	3) (STC ST01566LA)	С	1	1	In cargo mode only one attachment may be broken or missing provided:  a) There are no visible defects on remaining net fittings, and b) Maximum allowable load limits are observed.				
		D	1	0	May be missing or net attachments may be broken or missing provided associated cargo compartment remains empty.				
					NOTE: Not required for all-passenger operations.				
15.	Heating Blankets				MOVED to Item 21-41 in Revision 33.				
16.	Lower Cargo Compartment Lining Panels and Floor Panels	С	-	-	(M)(O) May be damaged or missing provided procedures are established and used to ensure associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.				
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.				
17.	Emergency Medical Equipment (Includes STC ST10238SC)								
	1) First Aid Kit (FAK) and/or Associated Equipment	Α	-	-	(O) If more than one is required by 14 CFR, only one required first aid kit may be incomplete, missing or inoperative provided:  a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.				
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.				
					(Continued)				

	ARTMENT OF TRANS _ AVIATION ADMINIST			I	MASTE	R MINIMUM E	QUIPMEN	NT LIST		
AIRCRAI	FT:			REV	ISION NO :		57	PAGE:		
B-737				DAT	DATE: 09/29/2014 25-9					
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.	NUMB	ER INSTALLED					
				3.	NUMBER REQUIRED F	OR DISPATO	Н			
	JIPMENT AND RNISHINGS				4. REMARKS OR	REXCEPTION	IS			
17.	Emergency Medical Equipment (Includes STC ST10238SC) (Cont'd)									
	2) Emergency Medical Kit (EMK) and/or Associated Equipment	Α	-	0	(O) May be incomplete provided:  a) EMK is resealed as a unit that ca serviceable unit b) Repairs or replating the fight.	d in a manner in not be mista	that will ideaken for a	fully		
		D	-	-	Any in excess of those incomplete, missing or		4 CFR ma	y be		
	Augmented     Emergency     Medical Kit				DELETED Revision 46	<b>S</b> .				
	4) Automatic External Defibrillators (AED) and/or Associated Equipment	Α	•	0	(O) May be incomplete provided:  a) AED is resealed as a unit that ca serviceable unit b) Repairs or replating the fight.	d in a manner to in not be mista r, and	that will ide aken for a	fully		
		D	-	-	Any in excess of those incomplete, missing or		4 CFR ma	y be		
18.	Flotation Equipment (Crew and Passengers)	D	-	-	Any in excess of those inoperative or missing maintained.					
19.	Underseat Baggage Restraining Bars				MOVED to item 25-6 in	n Revision 39.				

	DEPARTMENT OF TRANS ERAL AVIATION ADMINIST	MASTER MINIMUM EQUIPMENT LIST			
AIR	CRAFT:			RE	REVISION NO : 57 PAGE:
B-73	7			DA	DATE: 09/29/2014 25-10
SEQ	TEM & UENCE ITEM IBER	1.	2.	NUN	MBER INSTALLED
14014	IDEN			3.	NUMBER REQUIRED FOR DISPATCH
25 -	EQUIPMENT AND FURNISHINGS				4. REMARKS OR EXCEPTIONS
20.	Exterior Lavatory Door Ashtrays				
	<ol> <li>Airplanes With Multiple Exterior Lavatory Door Ashtrays Installed</li> </ol>	A	-	-	Up to and including fifty percent maybe missing or inoperative for 10 days.
		А	-	-	More than fifty percent may be missing or inoperative for 3 days.
					Note; Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.
	<ol> <li>Airplanes With Only One Exterior Lavatory Door Ashtray Installed</li> </ol>	A	1	0	May be missing provided it is replaced within 3 days.
21.	Flight Crew Seats				
	1) Recline Mechanism	Α	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Seat is secured in a position acceptable to affected crewmember, and</li> <li>b) Repairs are made within two flight days</li> </ul>
	2) Vertical Adjustment	Α	2	0	<ul><li>(M) May be inoperative provided:</li><li>a) Seat is secured in a position acceptable to affected crewmember, and</li><li>b) Repairs are made within two flight days.</li></ul>
	3) Armrests	В	4	0	(M) May be inoperative in up position or removed provided seat is acceptable to affected crewmember.
	4) Lumbar/Thigh Supports	С	4	0	May be inoperative provided seat is acceptable to affected crewmember.
***	5) Headrests	С	2	0	May be inoperative or missing provided seat is acceptable to affected crewmember.

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AIRCRA				R	EVISION NO : 57 PAGE:
B-737					PATE: 09/29/2014 25-11
SYSTEM SEQUEN	ICE ITEM	1.	2.		MBER INSTALLED
NUMBER	<del>(</del>			3.	NUMBER REQUIRED FOR DISPATCH
	JIPMENT AND RNISHINGS				4. REMARKS OR EXCEPTIONS
22.	Galley/Lavatory Waste Receptacle Access Doors/ Covers				
	Galley Waste     Receptacle     Access Doors/     Covers	С		-	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated container is empty,</li> <li>b) Container access is secured to prevent waste introduction into compartment, and</li> <li>c) Procedures are established to ensure that sufficient galley/lavatory waste receptacles are available to accommodate all waste that may be generated during flight.</li> </ul>
	2) Lavatory Waste Receptacle Access Doors/ Covers	С		-	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated container is empty,</li> <li>b) Container access is secured to prevent waste introduction into compartment,</li> <li>c) Lavatory is used only by crewmembers, and</li> <li>d) Associated lavatory entrance door is locked closed and placarded: INOPERATIVE – DO NOT ENTER.</li> </ul>
					NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.
23. ***	Automatic Cargo Loading Systems	D	-	0	NOTE: Any portion of system(s) that operates normally may be used.
24.	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/ Closets	С	-	-	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Procedures are established to secure the affected bin, compartment or closet in the closed position,</li> <li>b) Affected bin, compartment or closet is prominently placarded DO NOT USE,</li> <li>c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and</li> <li>d) Affected bin, compartment or closet is not used for storage of any item(s) except for those permanently affixed.</li> </ul> </li> </ul>
					NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.
					(Continued)

	MENT OF TRANS IATION ADMINIST						MASTE	R MINIM	UM EQUIPME	ENT LIST
AIRCRAFT:				REV	REVISION NO: 57 PA			PAGE:		
B-737				DAT	ΓΕ:		09	/29/2014	ļ	25-12
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUME	BER INS	TALLE	D			
				3.	NUMBI	ER REQ	UIRED F	OR DISF	PATCH	
25 - EQUIPM FURNISH					4.	REMA	ARKS OR	EXCEP	TIONS	
*** Gall Stor Com	rage Bins/Cabin, ey and Lavatory rage npartments/ sets (Cont'd)									
		C	-		a) b) c) d) e)	For n remo (fully Affect used permo Affect promotions, Pass compositions)  E 1: For instance in the first promotions affect promotions affect promotions affect promotions affect promotions affect permotions affect promotions affect permotions aff	etractable oved or se open) po oted bin, c for storage anently a oted bin, c dinently pledures ar members compartruengers ar oartment of overhea talled, en operative.	e doors, a ecured in sition, compartm ge of any ffixed, compartm acarded le e establis s and pas ments or re briefed or closet d bins if re tire overh	rided: ors, affected door if the retracted dent or closet if the retracted dent or closets, and dent dent or closed dent dent or closed dent or closed dent or closed is available for the retracted dental den	s not those s; d to alert operative bin, are nsidered l in the t
L	Multi Latch/Quarter- Furn Lug nstallations	С	-	-	provid a)	led: ) Remacomp ) If affe	aining lato artments	ch(es)/lug operate i partment	may be inope y(s) on affecte normally, and t is used for a y.	d
Ć	Storage Compartment Key Locks	D	-	0					nlocked position by other mean	
*** Ope (Jet Eng	s (Electrical eration) Aviation ineering vices, (JAES))	С	-	0		e inope tes norn		vided ma	anual override	system

			١	MASTER MINIMUM EQUIPMENT LIST					
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			DAT	DATE: 09/29/2014 25-13					
ENCE ITEM	1.	2.	NUME	BER INSTALLED					
			3.	NUMBER REQUIRED FOR DISPATCH					
				4. REMARKS OR EXCEPTIONS					
Tables (Electrical Operation) (Jet Aviation Engineering Services, (JAES))	С	-	0	May be inoperative provided manual override system operates normally.					
	С	-	0	May be inoperative provided seats at associated inoperative table are not occupied.					
Crash Pads (Jet Aviation Engineering Services, (JAES))	С	-	0	May be inoperative or missing provided associated seat adjacent to crash pad is not occupied.					
Cockpit Smoke Vision System(CSVS) (-600/-700/-800/ -900)(STC SA00892LA)	D	2	0	May be inoperative or missing.					
Secondary Door Barrier (Flight Deck Security)	С	1	0	<ul><li>(O) May be inoperative provided:</li><li>a) Barrier remains in retracted position, and</li><li>b) Alternate procedures are established and used.</li></ul>					
	С	1	0	<ul><li>(M)(O) May be inoperative provided:</li><li>a) Barrier is removed, and</li><li>b) Alternate procedures are established and used.</li></ul>					
	D	1	0	May be inoperative provided procedures do not require its use.					
Security Kit and/or Associated Equipment	D	-	0	May be inoperative, missing, or have missing equipment.					
	AL AVIATION ADMINIST  AFT:  EM & ENCE ITEM ER  QUIPMENT AND URNISHINGS  Tables (Electrical Operation) (Jet Aviation Engineering Services, (JAES))  Crash Pads (Jet Aviation Engineering Services, (JAES))  Cockpit Smoke Vision System(CSVS) (-600/-700/-800/ -900)(STC SA00892LA)  Secondary Door Barrier (Flight Deck Security)  Security Kit and/or Associated	EM & 1. ITEM ER ITEM E	ARAL AVIATION ADMINISTRATION  AFT:  TABLES ITEM  CUIPMENT AND URNISHINGS  Tables (Electrical Operation) (Jet Aviation Engineering Services, (JAES))  C -  Crash Pads (Jet Aviation Engineering Services, (JAES))  Cockpit Smoke D 2  Vision System(CSVS) (-600/-700/-800/-900)(STC SA00892LA)  Secondary Door Barrier (Flight Deck Security)  C 1  Security Kit and/or Associated	### AFT:  ### AFT:  ### AFT:  ### BA					

	PARTMENT OF T LL AVIATION ADM			1	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE\	VISION NO: 55 PAGE:
B-737				DAT	TE: 04/12/2011 26-1
SYSTEM SEQUEN NUMBER	NCE I	1. TEM	2.	NUME	BER INSTALLED
HOWIDE				3.	NUMBER REQUIRED FOR DISPATCH
26 - FIRI	E PROTECTION				4. REMARKS OR EXCEPTIONS
1.	Engine and APL Fire Extinguishe Discharge Lights	r	3	0	
2.	Engine Overhea and Fire Detection Systems				
	1) Basic System (-100/-200)	ns C	4	2	(M) One overheat detection system or one fire detection system per engine may be inoperative provided operative system is tested and operates normally before each departure
	2) Dual Loop	С	4	2	(O) Except for ER operations beyond 120 minutes, one loop (A or B) per engine may be inoperative.
3.	Portable Fire Extinguishers	D	-	-	<ul> <li>(M) Any in excess of those required by 14 CFR may be inoperative or missing provided:</li> <li>a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and</li> <li>b) Required distribution is maintained.</li> </ul>
4.	Wheel Well Fire Detection System		1	0	(M) May be inoperative provided brake temperature monitoring system (BTMS) operates normally.
		С	1	0	(M)(O) May be inoperative provided brakes are inspected and are cool to touch before engine start.
					NOTE: In case of engine failure after V <sub>1</sub> , performance is prime consideration, and landing gear should be retracted normally until performance penalty with gear down is not a problem. Pilots must consider possibility of ice accumulation on gear associated with delayed raising of landing gear or lowering landing gear during winter operations.

	PARTMENT OF TRAN L AVIATION ADMINIS			N	MASTER MINIMUM EQUIPMENT LIST		
AIRCRA	FT:			R	REVISION NO: 55 PAGE:		
B-737				D	DATE: 04/12/2011 26-2		
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMBER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH		
26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIONS			
5.	APU Fire Extinguisher Discharge Discs (-100/-200/-300/ -400/-500)	С	2	0	(M) Discs may be missing provided indicator reading is checked to verify proper charge.		
***	1) HTL Type	С	2	0	(M) Discs may be missing provided bottle integrity is verified by checking APU fire extinguisher bottle discharge light or weighing bottle once each flight day.		
6.	APU Fire Shutoff System	С	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.		
7.	APU Fire Extinguisher System	С	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.		
8.	APU Fire Detection System						
	1) Single and Dual Loop	С	-	0	(O) Except for ER operations, may be inoperative provided APU is not used.		
***	2) APU DET INOP Light	С	1	0	(O) May be inoperative extinguished provided:  a) APU fire detection system operates normally, and  b) A fire warning test is performed before each APU start.		
	3) Dual Loop	С	2	1	(O) Except for ER operations beyond 120 minutes, one loop (A or B) may be inoperative.		
	4) External Warning Horn/Warning Light	С	1	0	May be inoperative for ground operation provided flight deck APU Overheat/Fire Protection Panel is continuously monitored.		
9.	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test)	С	3	0	(M) May be inoperative provided: <ul><li>a. Failure is verified to be in squib test circuit.</li><li>b. Squib circuit is verified to operate normally once each flight day.</li></ul>		
	1) APU Fire Extinguisher Squib Test Circuits (EXT TEST) (-300/ -400/-500/-600/ -700/-800/-900)	С	2	1	(O) May be inoperative provided remaining APU Squib test circuit is verified to operate normally once each flight day.  (Continued)		

	PARTMENT OF TRAN L AVIATION ADMINIS			I	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	VISION NO: 55 PAGE:
B-737				DAT	TE: 04/12/2011 26-3
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
26 - FIRE	PROTECTION				4. REMARKS OR EXCEPTIONS
9.	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test) (Cont'd)				
	2) APU Squib Light	С	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.
10.	Fire Warning Bell				
	Bell Cutout     Switch     (Overheat/Fire     Protection Panel)	С	1	0	May be inoperative provided:  a) Bell cutout function of both Master Fire Warning lights operates normally, and b) Fire Warning Bell operates normally.
	<ol> <li>Bell Cutout Function of Master Fire Warning Light</li> </ol>	С	2	1	May be inoperative provided:  a) Bell cutout function switch operates normally, and b) Fire Warning Bell operates normally.
11.	Master Fire Warning Lights				DELETED prior to Revision 27.
12.	Wing-Body Overheat Detector System (Left)	С	1	0	<ul> <li>(O) Except for ER operations, may be inoperative provided: <ul> <li>a) Right pack and engine bleed is used for pressurization only,</li> <li>b) Use of APU is prohibited except for engine start,</li> <li>c) Isolation valve and left engine bleed valve remain closed for all operations except engine start, and</li> <li>d) Airplane is not operated in known or forecast icing conditions.</li> </ul> </li> </ul>
13.	Wing-Body Overheat Detector System (Right)	C	1	0	<ul> <li>(O) Except for ER operations, may be inoperative provided: <ul> <li>a) Left pack and left engine or APU bleed air is used for pressurization only,</li> <li>b) Isolation valve and right engine bleed valve remain closed for all operations except engine start, and</li> <li>c) Airplane is not operated in known or forecast icing conditions.</li> </ul> </li> </ul>

	PARTMENT OF TRANSI L AVIATION ADMINIST	_	_	I	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	VISION NO: 55	PAGE:			
B-737				DAT	DATE: 04/12/2011				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB					
				3.	NUMBER REQUIRED FOR DISPATCH				
26 - FIRE	PROTECTION				4. REMARKS OR EXCEPTIONS				
14.	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE)	С	2	0	(O) May be inoperative provided procedures are established and used to ensure main deck cargo compartment remains empty, or is verified to cont only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away NOTE: Operator MELs must define which items a approved for inclusion in Fly Away Kits and which materials can be used as ballast	/ Kits. are			
	1) Fire Detection (-700C and -700 Combi, STC ST01566LA)	С	2	1	(O) One loop (A or B) may be inoperative in Comparing Cargo mode.	bi or			
		С	2	0	May be inoperative in Passenger mode.				
	2) Fire Detection (-400C ST000235BO, - 400 Combi ST00248BO)								
	a) Cargo Fire Flight Deck Unit (CFFU)	С	1	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considere inoperative.	ed			
	(1) FAULT Legend	С	1	0	(M) May be inoperative provided system integrity confirmed by self-test at Cargo Fire Maintenance (CFMU).				
	(2) Legend Back- lighting (CARGO FIRE MAIN DECK and TEST)	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) CFFU test is acceptable,</li> <li>b) Operations are not dependent on its use,</li> <li>c) Sufficient cockpit lighting is available for normal operations.</li> </ul>	and			
					(Continued)				

U.S. DEPARTMENT OF TRANS			1	MASTER MINIMUM EQUIPMENT	LIST				
AIRCRAFT:			REV	/ISION NO: 55	PAGE:				
B-737			DAT	DATE: 04/12/2011 26-5					
SYSTEM & 1. SEQUENCE ITEM 2. NUMBER		NUME	NUMBER INSTALLED						
				NUMBER REQUIRED FOR DISPATCH					
26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIONS					
14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)  2) Fire Detection (-400C ST000235BO, -400 Combi ST00248BO) (Cont'd)  a) Cargo Fire Flight Deck Unit (CFFU)									
(3) FIRE Legend	С	1	0	May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.					
(4) System Self Test	C	1	0	May be inoperative provided master FIRE WARN lights and master fire warning bell are checked to operate normally before each departure.  (Continued)					

U.S. DEPARTMENT OF T FEDERAL AVIATION ADM			I	MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:			REV	SION NO: 5	5 PAGE:				
B-737			DAT	DATE: 04/12/2011 26-6					
SYSTEM & SEQUENCE NUMBER	1. TEM	2.	NUMB	ER INSTALLED					
			3.	NUMBER REQUIRED FOR DISPATCH					
26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIONS					
14. Main Deck Carg Compartment F Detection/ Suppression Systems (737C/-700C/-700 Con STCs St01566L -400C ST00235 -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, an ST01961SE) (Cont'd)  2) Fire Detection (-400C ST000235BO-400 Combi	ire /QC/ nbi, A, BO,								
ST00248BO (Cont'd)	)								
b) Cargo Fir Maintena Unit (CFM	nce	1	0	May be inoperative provided Main Deck Compartment Fire Detection System is a inoperative.					
(1) CFMU Indicat Lights		20	0	<ul> <li>(M) Individual lights may be inoperative</li> <li>a) Each corresponding location is inverified by CFFU, and</li> <li>b) Self-test is accomplished.</li> </ul>					
				NOTE: Dual loop coverage is maintaine one CFMU loop "A" or "B" subas failure.					
3) Fire Suppres System (-700 -700 Combi, ST01566LA)	OC/ STC	1	0	May be inoperative in Passenger mode.					
a) DEPR Lig	jht C	1	0	May be inoperative in Passenger mode.					
	С	1	0	May be inoperative in Combi or Cargo m MAIN SYS light illuminates during system (Continued)					

	ARTMENT OF TRANSI . AVIATION ADMINIST	_		I	MASTER MIN	IIMUM EQUIPME	NT LIST			
AIRCRAF	т:			REV	ISION NO :	55	PAGE:			
B-737				DAT	E: 04/12/20	011	26-7			
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.	NUMB	JMBER INSTALLED					
				3.	NUMBER REQUIRED FOR D	ISPATCH				
26 - FIRE	PROTECTION				4. REMARKS OR EXC	EPTIONS				
14.	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)  3) Fire Suppression System (-700C/ -700 Combi, STC ST01566LA) (Cont'd)									
	b) MAIN SYS Light	С	1	0	May be inoperative in Passe	nger mode.				
		С	1	0	(M) May be inoperative in Coprovided:  a) Failure is verified to b) System circuit is verionce each flight day.	be in light circuit, ified to operate no	and			
	4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE)	С	-	0	May be inoperative provided Compartment Fire Detection inoperative.					
	a) (STC ST01566LA Only)	С	12	6	May be inoperative provided loop operate normally.	all detectors in or	oposite			
					(Continued)					

U.S. DEPARTMENT OF TRANS	_	_	N	MASTER MINIMUM EQUIPMENT LIS	т				
AIRCRAFT:			REV	/ISION NO : 55 PAG					
B-737			DAT	DATE: 04/12/2011 26					
SYSTEM & SEQUENCE ITEM NUMBER	QUENCE ITEM 2.		NUMB	NUMBER INSTALLED					
			3.	NUMBER REQUIRED FOR DISPATCH					
26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIONS					
14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)  4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE (Cont'd)  b) System Test Feature (737C/QC/ -700 Combi,	С	1	0	(M) May be inoperative provided an acceptable method is used to verify detector system integrity.					
and STC ST01566LA)	0	4							
c) System Power (Blue) Light (PEMCO Aeroplex, Inc.)(-300QC, -300F, STC SA2970SO)	С	1	0	(M) May be inoperative provided smoke detectors operate normally.					
				(Continued)					

U.S. DEPARTMENT OF FEDERAL AVIATION AL			NC			MASTER	MINIMUM	EQUIPME	NT LIST	
AIRCRAFT:				REV	ISION NO :			55	PAGE:	
B-737				DATE: 04/12/2011			26-9			
SYSTEM & SEQUENCE NUMBER	1 ITEM	2.	N	IUMB	UMBER INSTALLED					
			3		NUMBER RE	QUIRED FO	R DISPAT	СН		
26 - FIRE PROTECTION	١				4. REM	MARKS OR E	XCEPTIO	NS		
14. Main Deck Ca *** Compartment Detection/ Suppression Systems (7376 -700C/-700 Co STCs ST0156 -400C ST0023 -400 Combi ST00248BO, SA2970SO, ST01827LA, ST01961SE) (Cont'd)  4) Smoke Det (737C/QC/ -700C/-700 Combi, ST0 ST01566L/ ST00235B SA2970SO -400 Combi ST00248B ST01827L/ ST01961S (Cont'd)  d) (STC ST0023 Only)  (1) Smo Dete Units	Fire  C/QC/ ombi, 6LA, 6SBO, and ectors  C's A, O, A, and E)  5BO  ke ctor	C 10		-	is carried in	or(s) may be in	e.		o cargo	
(2) Smo Dete Loop	ctor	C 20		10	One loop in	any detector	may be inc	operative.		
					(Continued)					

U.S. DEPARTMENT OF TR FEDERAL AVIATION ADMI		_	N		MASTER MIN	NIMUM EQUIPME	ENT LIST		
AIRCRAFT:			REV	ISION NO :		55	PAGE:		
B-737			DAT	E:	04/12/2	2011	26-10		
SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMB	NUMBER INSTALLED					
No2.			3.	NUMBER R	EQUIRED FOR I	DISPATCH			
26 - FIRE PROTECTION				4. RE	MARKS OR EXC	CEPTIONS			
14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/Q -700C/-700 Comb STCs ST01566L/-400C ST00235B -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)  4) Smoke Detect (737C/QC/-700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, a ST01961SE) (Cont'd)  e) (STC ST00248BO Only)	e OC/ oi, A, O,	4	0	May be inc	operative provided	d Main Deck Carg	0		
Detector Units					ent Fire Detection	n System is consid			
(2) Smoke Detector Loops	C	8	4	One loop i	n any detector ma	ay be inoperative.			
				(Continued	d)				

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AIRCRAFT:			REV	ISION NO: 55	PAGE:				
B-737			DAT	E: 04/12/2011	26-11				
SYSTEM & 1. SEQUENCE ITEM NUMBER		N	NUMBER INSTALLED						
NOMBER		3	-	NUMBER REQUIRED FOR DISPATCH					
26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIONS					
14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)  4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd)  f) (STC ST01827LA Only)									
(1) -300	C 12		10	Two detectors may be inoperative provided a) Inoperative detectors are not in adjational locations, and b) Detector #1, most forward detector, normally.	acent				
(2) -400	C 12		10	<ul><li>(M) Two detectors may be inoperative provare not in adjacent locations.</li><li>(Continued)</li></ul>	ided they				

U.S. DEPARTMENT OF			N	MACTE		LUDMENI	LICT		
FEDERAL AVIATION AD AIRCRAFT:	MINISTRATI	ON	DEV	ISION NO :	ER MINIMUM EQ	55 S	PAGE:		
B-737				DATE: 04/12/2011			26-12		
SYSTEM & SEQUENCE	SEQUENCE ITEM 2			NUMBER INSTALLED					
NUMBER			3.	NUMBER REQUIRED	FOR DISPATCH				
26 - FIRE PROTECTION				4. REMARKS OF	R EXCEPTIONS				
14. Main Deck Car Compartment I Detection/ Suppression Systems (7370 -700C/-700 Co STCs ST01566 -400C ST0023 -400 Combi ST00248BO, SA2970SO, ST01827LA, ST01961SE) (Cont'd)  4) Smoke Dete (737C/QC/ -700C/-700 Combi, ST0 ST01566LA ST00235BC SA2970SO -400 Combi ST00248BC ST01961SE (Cont'd)  g) (STC ST01961 Only)	Fire  C/QC/ mbi, SLA, SBO,  nd  ectors  C's  , , , , , and E)								
(1) Smok Detec		20	19	(O) One detector (bus provided remaining de normally before each	etectors are verific				
(2) DET FAUL Light	C T	1	0	(M) May be inoperativ  a) All CCP smoke normally, and b) System integri before each de	e detector lights of ty is verified to op		rmally		
(3) CCP Smok Detec Lights	tor	20	0	(M) May be inoperativ  a) DET FAULT Li  b) System integri  before each de	ight operates nor ty is verified to op				
				(Continued)					

U.S. DEPARTMENT OF TRANSP	_	_	J	MA CTED MINI		NTLIOT	
FEDERAL AVIATION ADMINISTR	KATIC	N	DEV		MUM EQUIPME 55	PAGE:	
AIRCRAFT: B-737				<b>REVISION NO:</b> 55  DATE: 04/12/2011			
SYSTEM &	1.	2.		ER INSTALLED		26-13	
SEQUENCE ITEM NUMBER		۷.	NOMB	EN INSTALLED			
			3.	NUMBER REQUIRED FOR DIS	SPATCH		
26 - FIRE PROTECTION				4. REMARKS OR EXCE	PTIONS		
14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd)							
4) Smoke Detectors (737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd) g) (STC							
ST01961SE Only) (Cont'd)							
(4) CARGO Light	С	1	0	<ul> <li>(M) May be inoperative provided</li> <li>a) DEPRESS Light operation</li> <li>b) All Class E shut-Off vactorized</li> <li>closed after pressing to and</li> <li>c) The forward outflow vacafter pressing the DEF</li> </ul>	ates normally, alves are verified he DEPRESS so alve is verified to	witch,	
(5) DEPRESS Light	С	1	0	<ul> <li>(M) May be inoperative provided</li> <li>a) All Class E shut-Off various closed after pressing to and</li> <li>b) The forward outflow variater pressing the DEF</li> </ul>	alves are verified the DEPRESS so alve is verified to	witch,	

	PARTMENT OF TR L AVIATION ADM			١	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			RE	EVISION NO: 55 PAGE:				
B-737				DA	ATE: 04/12/2011 26-14				
SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUM	NUMBER INSTALLED					
NOMBE			=	3.	NUMBER REQUIRED FOR DISPATCH				
26 - FIRE PROTECTION					4. REMARKS OR EXCEPTIONS				
15.	Lavatory Fire Extinguisher Systems								
	Passenger     Configuration	С	-	0	For each lavatory, lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally.				
		С	-	0	<ul> <li>(M)(O) For each lavatory, lavatory fire extinguisher system may be inoperative provided:</li> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded: "INOPERATIVE – DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul>				
					NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.				
	2) Cargo Configuration	D	-	0					
16.	Lavatory Smoke Detection System	1							
	Passenger     Configuration	С	-	0	<ul> <li>(M)(O) For each lavatory, lavatory smoke detection system may be inoperative provided:</li> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Associated lavatory door is locked closed and placarded: "INOPERATIVE – DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul>				
					NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.				
	2) Cargo Configuration	D	-	0					
***	3) Lavatory Smo Detector SELF TEST Switch		-	0	(M) May be inoperative provided associated lavatory smoke detector is verified to operate normally.				
***	4) Lavatory Smo Detector TES <sup>-</sup> Switch on Flig Attendant's Panel	Γ	-	0	(M) May be inoperative provided each lavatory smoke detector is verified to operate normally.				

	PARTMENT OF TRANS	_	_	N	MASTER MINIMUM E	QUIPMEN	NT LIST		
AIRCRA	FT:			REV	ISION NO :	55	PAGE:		
B-737				DATE: 04/12/2011			26-15		
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED				
NONDE			3.	NUMBER REQUIRED FOR DISPATCH					
26 - FIRE PROTECTION					4. REMARKS OR EXCEPTION	S			
17. ***	Engine Fire Extinguisher Thermal/Discharge Discs (-100/-200)								
	Discharge     (Yellows) Discs	С	2	0	(M) May be missing provided indicate other acceptable means are used to charge.				
	2) Thermal (Red) Discs	С	2	0	(M) May be missing provided indicate other acceptable means are used to charge.				
18.	Wing-Body Overheat Test System								
	Flight Deck Test     Feature	С	1	0	(M) May be inoperative provided syst verified by an acceptable procedure of day.				
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's)	С	-	0	(O) May be inoperative provided procestablished and used to ensure assocompartment remains empty, or is veonly empty cargo handling equipment (ballast may be loaded in ULDs), and	ciated rified to co t, ballast	ontain		
					NOTE 1: Operator MELs must define approved for inclusion in Fly which materials can be used	/ Away Ki	ts and		
					NOTE 2: Class E cargo compartment installation of smoke or fire systems (not suppression)		only		
					(Continued)				

U.S. DEPARTMENT OF TRA FEDERAL AVIATION ADMIN		_	N	MAS	STER MINIMUM	EQUIPMEN	NT LIST
AIRCRAFT:			REV	ISION NO :		55	PAGE:
B-737			DAT	E:	04/12/2011		26-16
SYSTEM & SEQUENCE ITEI NUMBER	1. VI	2.	NUMB	ER INSTALLED		1	
			3.	NUMBER REQUIRE	ED FOR DISPAT	СН	
26 - FIRE PROTECTION				4. REMARKS	OR EXCEPTIO	NS	
19. Lower Cargo  Compartment Fire Detection/ Suppression Systems (All model and STC's) (Cont'd  1) Fwd/Aft Detection Loops	)						
*** a) Boeing installed system, STC ST00749LA-D ST00763LA-D ST01184LA, ST01674AT, ST01424LA, ST10153T, ST01804LA, ST01114WI Only	C ,	4	2	(O) One loop (A or inoperative provide operate normally.			
b) STC ST00405LA-D Only	С	-	2	(O) May be inoperated compartment is ch			ach
2) Extinguisher Bottles							
*** a) No. 1 (STC ST01424LA, ST01457LA, and ST01804LA Only)	С	1	0	(O) May be inoperational compartment remains		sociated ca	rgo
b) No. 2 (Boeing installed system and STC ST01184LA Only)	С	1	0	(M)(O) Except for I with cargo carried		ay be inope	erative
				(Continued)			

	PARTMENT OF TRANSI			N	MASTER MINIM	UM EQUIPMEI	NT LIST
AIRCRA	AFT:			REV	ISION NO :	55	PAGE:
B-737				DAT	E: 04/12/2011		26-17
SYSTEI SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISE	PATCH	
26 - FIR	E PROTECTION				4. REMARKS OR EXCEP	TIONS	
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)						
***	Extinguisher     Bottles (Cont'd)						
***	c) No. 2 (STC ST01424LA ST01457LA, and ST01804LA Only)	С	1	0	(M)(O) May be inoperative prov compartment remains empty.	ided associated	d cargo
***	d) No. LRD2 (STC ST00405LA-D Only)	С	1	0	(O) Except for ER operations, m cargo carried in compartment.	nay be inoperat	ive with
***	3) Squib Lights (STC ST01424LA, and ST01457LA Only)	С	2	0	(O) May be inoperative provided compartment remains empty.	d associated ca	argo
***	4) DISCH Light(s)						
***	a) Boeing installed system, STC ST01184LA and ST00405LA-D Only	С	1	0	(M) May be inoperative provided extinguisher bottle(s) is verified charge once each flight day.		equate
***	b) STC ST01424LA, ST01457LA, and ST01804LA Only	С	2	0	May be inoperative provided as remains empty.	sociated comp	artment
					(Continued)		

U.S. DEPARTMENT OF TRANS			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			RE	VISION NO: 55 PAGE:
B-737			DA	TE: 04/12/2011 26-18
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIONS
19. Lower Cargo  *** Compartment Fire  Detection/ Suppression Systems (All models and STC's) (Cont'd)				
*** 5) Extinguisher Bottle Pressure Switch (Boeing installed system only)	С	-	0	(M) May be inoperative provided associated extinguisher bottle(s) is verified to have an adequate charge once each flight day.
*** 6) EXT Lights (FWD and AFT) (Boeing installed system, STC ST01184LA and ST00405LA-D Only)	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Failure is verified to be in squib light circuit, and</li> <li>b) Squib circuit is verified to operate normally once each flight day.</li> </ul>
*** 7) Fault(s) Indicated by Illumination of MX Indicator (STC ST00511LA, ST00404LA-D, ST00740LA-D, ST00745LA-D, ST00751LA-D, and ST00990LA-D Only)	В	-	-	Dispatch with MX indicator illuminated is permitted provided green SYS OK indicator remains illuminated.  NOTE: This is a fault tolerant system and unit will continue to perform its intended function as long as green SYS OK indicator remains illuminated.
a) Display of FWD INOP and/or AFT INOP Message(s)	В	-	-	(O) May be displayed provided green SYS OK indicator remains illuminated and indicated cargo bay remains empty.
b) Smoke Detector(s)	С	-	-	(O) One smoke detector may be inoperative in each compartment provided SYS OK indicator on CDU remains illuminated.  NOTE: MX indicator on CDU will remain illuminated.  (Continued)

	PARTMENT OF TRANS			l	MASTER MINIMUM EQUIPMENT LIST
AIRCR	AFT:			RE	EVISION NO: 55 PAGE:
B-737				DA	ATE: 04/12/2011 26-19
SYSTE SEQUE NUMBE	NCE ITEM	1.	2.	NUM	IBER INSTALLED
11011151	<del></del>			3.	NUMBER REQUIRED FOR DISPATCH
26 - FIR	RE PROTECTION				4. REMARKS OR EXCEPTIONS
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)				
***	8) Control Panel ALARM OFF Switch (STC ST00749LA-D and ST00763LA-D Only)	С	1	0	(O) May be inoperative provided Fire Bell cutout switch silences Cargo Bay Fire Protection Fire Warning Bell.
***	9) DET Lights (STC ST01674AT, and ST01114WI Only)	С	4	2	(O) One light in each compartment may be inoperative provided remaining loop in associated compartment is checked to operate normally before each departure.
***	10) FAIL Lights (STC ST01674AT, and ST01114WI Only)	С	4	2	(O) One light in each compartment may be inoperative provided remaining loop in associated compartment is checked to operate normally before each departure.
***	11) Smoke Detectors				
***	a) STC ST01674AT, and ST01114WI Only	С	-	-	(M) One detector in each detector enclosure may be inoperative provided remaining detector in associated detector enclosure is verified to operate normally before each departure.
***	b) STC ST01424LA, and ST01804LA (-300) Only	С	12	6	(M) May be inoperative provided 2 FWD and 4 AFT in same loop are functional.
***	c) STC ST01457LA, and ST01804LA (-400) Only	С	14	7	(M) May be inoperative provided 3 FWD and 4 AFT in same loop are functional.
					(Continued)

U.S. DEF	PARTMENT OF TRANSI	PORT	OITA	N			
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMU	M EQUIPMEN	NT LIST
AIRCRA	FT:			REV	ISION NO:	55	PAGE:
B-737	4.0	4		DAT	E: 04/12/2011		26-20
SYSTEN SEQUEN NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPA	АТСН	
26 - FIRI	E PROTECTION				4. REMARKS OR EXCEPT	IONS	
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)						
***	11) Smoke Detectors (Cont'd)						
***	d) STC ST01804LA (-200)	С	10	5	(M) May be inoperative provided same loop are functional.	2 FWD and 3	AFT in
***	12) Fault Panel (E & E Compartment, STCs ST01674AT, and ST01114WI Only)	D	1	0			
***	13) DETECTOR FAULT Light (Boeing Installed System Only)	С	1	0	(O) May be inoperative provided switch is used to check for faults detection and suppression system	in the cargo fi	re
20.	Lower Cargo Compartment Fire Extinguisher System				Incorporated into item 26-19 in R	evision 39.	
21.	Cabin Configuration Test Panel CARGO/ PASSENGER Lights (-700C and –700 Combi)	С	2	0	(M) May be inoperative provided: a) EE Bay Mode Selector S in appropriate position fo configuration before each b) Passenger Oxygen Shute be in appropriate position configuration before each	witch is verifier intended airp n departure, a off Valve is ve n for intended	olane nd rified to
22. ***	Galley Fire Detection System (Jet Aviation Engineering Services (JAES))	С	1	0	(M) May be inoperative provided established and used to deactiva		re

	PARTMENT OF TRAN			N		MASTER MINIMUN	1 EQUIPMEI	NT LIST
AIRCRA	AFT:			REV	ISION NO :		55	PAGE:
B-737				DAT		04/12/2011		26-21
SYSTEN SEQUEI NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTAL	LED		
- ITOMBE				3.	NUMBER R	EQUIRED FOR DISPA	тсн	
26 - FIR	E PROTECTION				4. RE	MARKS OR EXCEPTION	ONS	
23.	Galley Vent Fire Extinguisher System (STC ST09977)	С	1	0	(M) May be established fan.	e inoperative provided p d and used to deactivate	rocedures a e cooktop an	re d vent
24.	Smoke Detectors (Jet Aviation Engineering Services (JAES))							
	Equipment Cabinets	С	-	0		e inoperative provided a deactivated off.	ll equipment	in
	2) Cabin Compartments	C	-	0	(O) May be	e inoperative provided a ent remains open and is		

	PARTMENT OF TRANS L AVIATION ADMINIS			I	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE\	VISION NO: 56 PAGE:
B-737				DAT	TE: 11/19/2012 27-1
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
27 - FLIG	GHT CONTROLS				4. REMARKS OR EXCEPTIONS
1.	Stabilizer Main Electrical Trim Operating Light (-100/-200)	С	1	0	
2.	Takeoff Warning Horn system				DELETED prior to Revision 27.
3.	Wing trailing Edge Flap Position Indication System				
	1) Mechanical Asymmetry Protection (-100/-200)	С	1	1	(O) Left Flap position indication may be inoperative provided proper flap operation is verified prior to each takeoff.
4.	Leading Edge Flap/ Slat Position Light Systems				
		С	2	1	Aft overhead panel LE Devices Annunciator panel may be inoperative.
	1) (-300,-400,-500)	С	2	1	<ul> <li>(M) Forward panel lights may be inoperative provided:</li> <li>a) LE DEVICES Annunciator panel operates normally and is used to verify proper LED position, and</li> <li>b) Stall warning operation of both systems is verified to operate normally, and</li> <li>c) A placard is installed to indicate proper positions for flap configuration in use.</li> </ul>
	2) Forward panel lights (-100,-200,-600, -700,-800,-900)	С	2	1	<ul> <li>(M) Forward panel lights may be inoperative provided:         <ul> <li>a) LE DEVICES Annunciator panel operates normally and is used to verify propped: LED position, and</li> <li>b) A placard is installed to indicate proper position for flap configuration in use.</li> </ul> </li> <li>(Continued)</li> </ul>

	PARTMENT OF TRA					MASTER MINIMUM	I EQUIPME	NT LIST
AIRCRA	FT:			RE	VISION NO :		56	PAGE:
B-737				DA		11/19/2012		27-2
SYSTEM SEQUEN NUMBER	ICE ITE	1. M	2.	NUME	BER INSTALL	ED		
				3.	NUMBER RE	QUIRED FOR DISPA	ГСН	
27 - FLIC	GHT CONTROLS				4. REN	MARKS OR EXCEPTION	DNS	
4.	Leading Edge Flap Slat Position Light Systems (Cont'd)	d .						
	3) Leading Edge Slat Indications (-100/-200)	C	6	5	addition, ind overhead ar provided: a) Non befo b) Max at/b and c) All r	ation lights on forward lication lights for one le nunciator panel may be mal operation is verifie ore each takeoff and lakimum speed is limited elow FL 200 or .65 Matemaining indications ounciator panel operate	eading edge be inoperatived by flight conding, to 300 KIAS ch above Floroverhead	slat on /e rew S L 200,
	4) Leading Edge Slat Indications (-300/-500)	С	6	5	addition, ind overhead ar provided:  a) Norrobefo b) Max at/b c) All r ann d) Stal	ation lights on forward lication lights for one le nunciator panel may be mal operation is verifie ore each takeoff and lakimum speed is limited elow FL 200 or .65 Matemaining indications of unciator panel operate I warning operation of lifed to operate normally	eading edge be inoperative d by flight c nding, to 300 KIAS ch above Fl n overhead normally, a both system	slat on /e rew S L 200,
	5) Leading Edge Slat Indications (-400)	C	6	5	addition, ind except for sl panel may b a) Norr befo b) Max at/b c) All r ann d) Stal	ation lights on forward lication lights for one let lats 3 and 4, on overher inoperative provided mal operation is verified ore each takeoff and late with the late of lat	eading edge ead annunci : d by flight c nding, to 300 KIAS ch above Fl n overhead normally, a both system	slat, ator rew S L 200,

	PARTMENT OF TR L AVIATION ADMI				MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	VISION NO : 56 PAGE:
B-737				DAT	TE: 11/19/2012 27-3
SYSTEM SEQUEN NUMBER	ICE IT	1. EM	<b>2</b> .	NUME	BER INSTALLED
	<u>-</u>			3.	NUMBER REQUIRED FOR DISPATCH
27 - FLIC	GHT CONTROLS				4. REMARKS OR EXCEPTIONS
4.	Leading Edge Fla Slat Position Ligh Systems (Cont'd)				
	6) Leading Edge Slat Indication (-600/-700)	Cs	8	7	<ul> <li>(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 4 and 5, on overhead annunciator panel may be inoperative provided: <ul> <li>a) Normal operation is verified by flight crew before each takeoff and landing,</li> <li>b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200,</li> <li>c) All remaining indications on overhead annunciator panel operate normally, and</li> <li>d) Stall warning operation of both systems is verified to operate normally.</li> </ul> </li> </ul>
	7) Leading Edge Slat Indication (-800)	C	8	7	<ul> <li>(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 3, 4, 5 and 6, on overhead annunciator panel may be inoperative provided: <ul> <li>a) Normal operation is verified by flight crew before each takeoff and landing,</li> <li>b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200,</li> <li>c) All remaining indications on overhead annunciator panel operate normally, and</li> <li>d) Stall warning operation of both systems is verified to operate normally.</li> </ul> </li> </ul>
	8) Leading Edge Slat Indication (-900)	Cs	8	7	<ul> <li>(M)(O) Indication lights on forward panel, and in addition, indication lights for one leading edge slat, except for slats 2, 3, 4, 5, 6 and 7, on overhead annunciator panel may be inoperative provided: <ul> <li>a) Normal operation is verified by flight crew before each takeoff and landing,</li> <li>b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200,</li> <li>c) All remaining indications on overhead annunciator panel operate normally, and</li> <li>d) Stall warning operation of both systems is verified to operate normally.</li> </ul> </li> </ul>
5.	Flight Control Low Pressure Lights (A and B) System (-100/-200)		2	0	May be inoperative provided warning lights, hydraulic pressure and quantity indicators operate normally.

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AIRCRA	FT:			REV	/ISION NO : 56 PAGE:
B-737				DAT	E: 11/19/2012 27-4
SYSTEM SEQUEN NUMBER	NCE ITEI	1. VI	2.	NUMB	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
27 - FLIC	GHT CONTROLS				4. REMARKS OR EXCEPTIONS
6.	Mach Trim System				MOVED to Item 22-5 prior to Revision 27.
7. ***	Auto Speed Brake System				
	1) (All Models except -800 with Short Field Performance (SFP) Option and -900ER)	C	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) System is deactivated,</li> <li>b) Operations are conducted in accordance with AFM, and</li> <li>c) For models with Blended Winglet with Speed Brake Load Alleviation System, Speed Brake Load Alleviation System is considered inoperative.</li> </ul>
	2) (-800SFP and -900ER)	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) System is deactivated,</li> <li>b) Appropriate performance adjustments are applied, and</li> <li>c) For models with Blended Winglet with Speed Brake Load Alleviation System, Speed Brake Load Alleviation System is considered inoperative.</li> </ul>
8.	Flap Load Limiter System				
***	1) -100/-200	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Flaps are verified to operate normally throughout their full range before each departure, and</li> <li>b) Flaps are not extended beyond Flaps 30 at gross weights above 98,000 lb. (44,453 kg).</li> </ul>
	2) -300/-400/-500	С	1	0	May be inoperative provided flaps are not extended beyond Flaps 30.
	3) -600	С	1	0	May be inoperative provided:  a) Flaps are not extended beyond Flaps 30 at gross weights above 93,830 lb. (42,560 kg), and Flaps are not extended beyond Flaps 15 at gross weights above 105,040 lb. (47,645 kg).
					(Continued)

					MASTEI	R MINIMUM	I EQUIPME	NT LIST
			REV	ISION NO	:		56	PAGE:
			DAT	E:	11	/19/2012		27-5
SYSTEM & 1. SEQUENCE ITEM 2. NUMBER		2.	NUMB	ER INSTA	LLED			
		3	<b>.</b>	NUMBER	REQUIRED F	OR DISPAT	гсн	
ITROLS				4. R	EMARKS OR	EXCEPTION	ONS	
	C	1	0	a) F ( a b) F	Flaps are not e gross weights a and Flaps are not e	extended begabove 93,48 extended beg	30 lb. (42,40 yond Flaps	)1 kg), 15 at
rt Field ormance	C	1	0	a)	Flaps are not gross weights and Flaps are not	extended be above 93,9 extended be	995 lb. (42,6 eyond Flap	635 kg), s 15 at
d ormance	C	1	0	a)	Flaps are not gross weights Flaps are not gross weights and Flaps are not	extended be above 95,8 extended be above 105 extended b	800 lb. (43,4 eyond Flap,000 lb. (47 eyond Flap	454 kg), s 15 at ,627 kg), s 10 at
	C		0	a) F	Flaps are not e gross weights and Flaps are not e gross weights	extended begabove 94,76 extended beg	0 lb. (42,98 yond Flaps	32 kg), 15 at
	ION ADMINISTRA	ION ADMINISTRATION  ITEM  1.	NTROLS  ad Limiter (Cont'd)  O without C 1  rt Field ormance P) Option  O with Short C 1  dormance P) Option	ION ADMINISTRATION  ITEM  1. 2. NUMB  3. NTROLS  ad Limiter (Cont'd)  0 without C 1 0  ormance P) Option  0 with Short C 1 0  ormance P) Option	REVISION NO DATE:  1. 2. NUMBER INSTA  3. NUMBER  NTROLS  ad Limiter (Cont'd)  0 without rt Field ormance  P) Option  C 1 0 May be in a) For a commance  P) Option  C 1 0 May be in a) For a commance  P) Option  C 1 0 May be in a) For a commance  P) Option  C 1 0 May be in a) For a commance  P) Option  C 1 0 May be in a) For a commance  P) Option  C 1 0 May be in a) For a commance  P) Option  C 1 0 May be in a) For a commance  P) Option  C 1 0 May be in a) For a commance  P) Option  C 1 0 May be in a) For a commance  P) Option	REVISION NO: DATE: 11  ITEM  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED F  4. REMARKS OR  ad Limiter (Cont'd)  0 C 1 0 May be inoperative pro a) Flaps are not e gross weights and b) Flaps are not e gross weights and b) Flaps are not gross weights and b) Flaps are not gross weights and c) With Short d ormance P) Option  O with Short C 1 0 May be inoperative pro a) Flaps are not gross weights and c) Flaps are not gross weights and b) Flaps are not gross weights and c) Flaps are not gross weights and b) Flaps are not gross weights and c) Flaps are not gross weights and b) Flaps are not gross weights and b) Flaps are not gross weights and b) Flaps are not e gross weights	ICON ADMINISTRATION  REVISION NO: DATE: 11/19/2012  1.	REVISION NO: 56 DATE: 11/19/2012  1. TITEM  1. J. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  Ad Limiter (Cont'd)  A REMARKS OR EXCEPTIONS  A REMARKS OR EXCEPTIONS

	PARTMENT OF TRANS			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REV	ISION NO: 56 PAGE
B-737				DAT	E: 11/19/2012 27-6
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
27 - FLIG	GHT CONTROLS				4. REMARKS OR EXCEPTIONS
8.	Flap Load Limiter System(Cont'd)				
	8) -900ER	C	1	0	<ul> <li>May be inoperative provided: <ul> <li>a) Flaps are not extended beyond Flaps 30 at landing gross weights above 105,800 lb. (47,990 kg),</li> <li>b) Flaps are not extended beyond Flaps 15 at landing gross weights above 113,400 lb. (51,437 kg),</li> <li>c) Flaps are not extended beyond Flaps 10 at landing gross weights above 135,600 lb (61,507 kg),</li> <li>d) Flaps are not extended beyond Flaps 15 at takeoff gross weights above 155,600 lb. (70,578 kg), and</li> <li>e) Flaps are not extended beyond Flaps 5 at takeoff gross weights above 176,000 lb. (79,832 kg).</li> </ul> </li> </ul>
9.	Control Wheel Trim Switch Systems	В	2	1	One may be inoperative on non-flying pilot's side provided stabilizer trim system operates normally on flying pilot's side.
10.	FEEL DIFF PRESS Light System	В	1	0	(M) May be inoperative provided:     a) Elevator feel system is verified to operate normally, and     b) Verification is repeated each flight day.
11.	Auto Slat Fail Light System (-300/-400/ -500/-600/-700/-800/ -900)	С	1	0	(M) May be inoperative provided:     a) Auto slat systems are verified to operate normally, and     b) Verification is repeated every two flight days.
12.	Auto Slat Systems (-300/-400/-500/ -600/-700/-800/-900)	С	2	1	(O) One system may be inoperative provided:         a) Remaining auto slat system is checked to operate normally, and         b) Auto slat fail light operates normally.

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AIRCRA	FT:			RE	VISION NO: 56 PAGE:				
B-737				DAT	TE: 11/19/2012 27-7				
SYSTEM	ICE	1. ITEM	2.	NUME	BER INSTALLED				
NUMBE	≺		-	3.	NUMBER REQUIRED FOR DISPATCH				
27 - FLIC	SHT CONTROLS	8			4. REMARKS OR EXCEPTIONS				
13.	Stall Warning Systems								
	1) (-200/-300/- -500/-600/-7 -800/-900 w Blended Wii (-300/-500 v Blended Wii	700/ ithout nglet) vith	-	1	(M) One may be inoperative provided remaining system is verified to operate normally before each departure.				
	2) (-700/-800/- with Blende Winglet with Speedbrake Load Allevia System)	d out	2	1	(M) One may be inoperative provided remaining system is verified to operate normally before each departure.				
	3) (-700/-800/ -900ER with Blended Win with Speedh Load Allevia System)	nglet orake	2	1	(M) No. 1 SMYD may be inoperative provided remaining stall warning system is verified to operate normally before each departure.				
	a) (-700)	С	2	1	<ul> <li>(M) No. 2 SMYD may be inoperative provided:</li> <li>a) Remaining stall warning system is verified to operate normally before each departure,</li> <li>b) Speedbrake handle forces are normal from full down position to full up position,</li> <li>c) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 143,000 lb. (64,863 kg.), and</li> <li>d) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach, whichever is lower, when inflight gross weight is in excess of 143,000 lb. (64,863 kg.).</li> </ul>				
		С	2	1	<ul> <li>(M) No. 2 SMYD may be inoperative provided:</li> <li>a) Remaining stall warning system is verified to operate normally before each departure,</li> <li>b) Speedbrake handle forces are normal from full down position to full up position, and</li> <li>c) Takeoff weight does not exceed 144,500 lb. (65,544 kg).</li> <li>(Continued)</li> </ul>				

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION						MASTER MINIMU	JM EQUIPME	ENT LIST
AIRCRA	 FT:			R	REVISION NO: 56 F			PAGE:
B-737					DATE:	11/19/2012		27-8
SYSTEM SEQUEN NUMBER	ICE	1. ITEM	2.	NU	IMBER INST	TALLED		
			_	3.	NUMBE	R REQUIRED FOR DISP	ATCH	
27 - FLIG	HT CONTROLS	5			4.	REMARKS OR EXCEPT	TONS	
13.	Stall Warning Systems (Cont'd)  3) (-700/-800/ -900ER with Blended Wi with Speedl Load Allevia System)	nglet orake						
	(Cont'd) b) (-800)	C	2	1	a)	inflight gross weight is in 155,000 lb. (70,306 kg.)	each departives are normal up position, ed 265 KIAS in excess of and etration speechever is low in excess of	erified to ure, al from when ed is 265
		С	2	1	a)	2. 2 SMYD may be inoperate Remaining stall warning operate normally before Speedbrake handle force full down position to full Takeoff weight does not (70,987 kg).	system is vereach departers are normal up position, a	rified to ure, al from and
	c) (-900ER	) C	2	1	a)	inflight gross weight is in 170,000 lb. (77,110 kg.) Severe turbulent air per KIAS or 0.76 Mach, whi inflight gross weight is in 170,000 lb. (77,110 kg.)	each departing each departing estate normal up position, ed 265 KIAS in excess of and detration speed chever is low in excess of	erified to ure, al from when ed is 265

	PARTMENT OF TRANS LL AVIATION ADMINIS			١	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RI	REVISION NO : 56 PAGE:
B-737				D	DATE: 11/19/2012 27-9
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUN	MBER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
27 - FLIC	GHT CONTROLS				4. REMARKS OR EXCEPTIONS
13.	Stall Warning Systems (Cont'd)				
	3) (-700/-800/ -900ER with Blended Winglet with Speedbrake Load Alleviation System) (Cont'd)				
	c) (-900ER) Cont'd)	С	2	1	<ul> <li>(M) No. 2 SMYD may be inoperative provided:</li> <li>a) Remaining stall warning system is verified to operate normally before each departure,</li> <li>b) Speedbrake handle forces are normal from full down position to full up position, and</li> <li>c) Takeoff weight does not exceed 171,500 lb. (77,791 kg.).</li> </ul>
14.	Rudder Trim Indicator				
	1) (-600/-700/-800/ -900)	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Control Surface Position Indicating System is installed and operates normally,</li> <li>b) Rudder trim actuator is checked to operate normally, and</li> <li>c) Rudder trim is checked to be centered before each departure.</li> </ul>
	2) (All models, upon incorporation of Boeing Service Bulletin 737-27-1252, 737-27-1255, or 737-27-1255, or production equivalent)	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Rudder trim actuator is checked to operate normally, and</li> <li>b) Rudder trim is checked centered before each departure.</li> </ul>
15. ***	Mechanical Flaps Position 30 Stop (100/-200 Modified by STC ST00131SE)	С	1	0	

U.S. DEF	PARTMENT OF TRANSI	PORT	OITA	N					
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM E	EQUIPMEN	IT LIST		
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B-737				DAT	E: 11/19/2012		27-10		
	SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMBER INSTALLED					
				3.	B. NUMBER REQUIRED FOR DISPATCH				
27 - FLIG	GHT CONTROLS				4. REMARKS OR EXCEPTIONS				
16.	SPEED BRAKE/ SPEEDBRAKES EXTENDED Light								
***	1) (-300/-400/-500)	D	1	0					
	2) (-600/-700/-800/ -900)	С	1	0	(M) May be inoperative provided specified to operate normally.	eedbrakes	are		
17.	Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/ -900)	С	1	0					
18. ***	Control Surface Position Indicating System	С	1	0					
19.	Rudder Pressure Reducer (RPR) System (-100/-200/ -300/-400/-500)	С	1	0	(M)(O) May be inoperative provided a) RPR system is deactivated, b) RPR valve is verified to provoutput.	and	ressure		
20.	Speed Brake Load Alleviation System								
	1) -700/-800 with Blended Winglet STC ST00830SE								
	a) -700	С	1	0	<ul> <li>(M)(O) May be inoperative provided</li> <li>a) Speedbrake handle forces are down to full up position,</li> <li>b) Airspeed does not exceed 26th inflight gross weight is in exceed (64,863 kg),</li> <li>c) Severe turbulent air penetration KIAS or 0.76 Mach whichever inflight gross weight is in exceed (64,863 kg), and</li> <li>d) Automatic Speed Brake System inoperative.</li> </ul>	e normal from the sess of 143,0 on speed is responsible in the sess of 143,0 on sess of 143	en 000 lb. 3 265 When 000 lb.		
		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Speedbrake handle forces are down to full up position, and</li> <li>b) Takeoff weight does not exce (65,090 kg).</li> <li>(Continued)</li> </ul>				

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AIRCRAFT:			RE	REVISION NO : 56 PAGE:			
B-737			DA				
SYSTEM & SEQUENCE ITEM	1. I	2.	NUMI	BER INSTALLED			
NUMBER			3.	NUMBER REQUIRED FOR DISPATCH			
27 - FLIGHT CONTROLS				4. REMARKS OR EXCEPTIONS			
20. Speed Brake Load *** Alleviation System (Cont'd)							
1) -700/-800 with Blended Winglet STC ST00830SE (Cont'd)	Į.						
b) -800	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Speedbrake handle forces are normal from full down to full up position,</li> <li>b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 155,000 lb. (70,306 kg),</li> <li>c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach whichever is lower, when inflight gross weight is in excess of 155,000 lb. (70,306 kg), and</li> <li>d) Automatic Speed Brake System is considered inoperative.</li> </ul>			
	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Speedbrake handle forces are normal from full down to full up position, and</li> <li>b) Takeoff weight does not exceed 155,500 lb. (70,533 kg).</li> </ul>			
2) -300/-500 with Blended Winglet STC ST01219SE	C	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Speedbrake handle forces are normal from full down to the full up position,</li> <li>b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 125,000 lb. (56,699 kg.), and</li> <li>c) Severe turbulent air penetration speed is 265 KIAS or 0.73 Mach whichever is lower, when inflight gross weight is in excess of 125,000 lb. (56,699 kg.).</li> </ul>			
	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Speedbrake handle forces are normal from full down to full up position, and</li> <li>b) Takeoff weight does not exceed 126,500 lb. (57,380 kg).</li> <li>(Continued)</li> </ul>			

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AIRCRAFT:					VISION NO : 56 PAGE:
B-737					TE: 11/19/2012 27-12
SYSTEM SEQUE NUMBE	NCE ITEM	1.	2.	NUM	BER INSTALLED
NOMBL			-	3.	NUMBER REQUIRED FOR DISPATCH
27 - FLI	GHT CONTROLS				4. REMARKS OR EXCEPTIONS
20.	Speed Brake Load Alleviation System (Cont'd)				
	3) -900ER with Blended Winglet	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Speedbrake handle forces are normal from full down to full up position,</li> <li>b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 170,000 lb. (77,110 kg.), and</li> <li>c) Severe turbulent air penetration speed is 265 KIAS or 0.76 Mach whichever is lower, when inflight gross weight is in excess of 170,000 lb. (77,110 kg.), and</li> <li>d) Automatic Speedbrake System is considered inoperative.</li> </ul>
		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Speedbrake handle forces are normal from full down to full up position, and</li> <li>b) Takeoff weight does not exceed 170,500 lb. (77,337 kg.).</li> </ul>
21.	STBY RUD ON light (Boeing Service Bulletin 737-27A-1279, 737-27-1252R3, 737-27-1253R3, 737-27-1255R3, or production equivalent incorporated)	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Rudder is verified to operate normally on hydraulic systems A and B independently,</li> <li>b) Standby hydraulic pump is verified to operate normally, and</li> <li>c) Rudder force fight monitor is deactivated.</li> </ul>
22. ***	Quiet Wing Flaps 1* System (STC ST01535SE Only)				
	1) -200	С	1	0	<ul> <li>May be inoperative provided: <ul> <li>a) Flaps 1* control switch is positioned in UP position,</li> <li>b) System is deactivated by pulling and collaring circuit breaker MS3320-3,</li> <li>c) Appendix QWS001 "Flaps 1* High Altitude Kit" is not used, and</li> <li>d) All other aspects of QWS supplement are followed.</li> </ul> </li> <li>NOTE: c/b MS3320-3 is located on P6-2 panel.</li> </ul>

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B-737				DAT	E: 09/29/2014 28-1
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
28 - FUE	L				4. REMARKS OR EXCEPTIONS
1.	Fuel Boost Pumps (Main Tanks)				
	1) (-100/-200/-300/ -400/-500) (All pumps except Plessey 8240 MK I & MK II)				
	a) Aft Pumps	С	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Both main tank forward pumps operate normally,</li> <li>b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lb. (3,402 kg.),</li> <li>c) A minimum fuel quantity of 2,500 lb. (1,134 kg.) is maintained in associated tank, and</li> <li>d) Boost pump is deactivated.</li> </ul>
	b) Forward Pumps	С	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Both main tank aft pumps operate normally,</li> <li>b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lb. (2,177 kg.),</li> <li>c) A minimum fuel quantity of 1,800 lb. (817 kg.) is maintained in associated tank, and</li> <li>d) Boost pump is deactivated.</li> </ul>
	2) (-100/-200/-300) (Plessey 8240 MK I & MK II)				
	a) Aft Pumps	С	2	1	<ul> <li>(M)(O) Except for ER operations, one may be inoperative provided: <ul> <li>a) Both main tank forward pumps operate normally,</li> <li>b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lb. (3,402 kg.),</li> <li>c) A minimum fuel quantity of 2,500 lb. (1,134 kg.) is maintained in associated tank, and</li> <li>d) Boost pump is deactivated.</li> </ul> </li> </ul>
	b) Forward Pumps	С	2	1	(M)(O) Except for ER operations, one may be inoperative provided:  a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lb. (2,177 kg.), c) A minimum fuel quantity of 1,800 lb. (817 kg.) is maintained in associated tank, and d) Boost pump is deactivated.  (Continued)

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AIRCRA	FT:			RE	EVISION NO : 57 PAGE:			
B-737				DA	NTE: 09/29/2014 28-2			
	SYSTEM & 1. SEQUENCE ITEM		2.	NUM	IUMBER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
28 - FUE	L				4. REMARKS OR EXCEPTIONS			
1.	Fuel Boost Pumps (Main Tanks) (Cont'd)							
	3) (-600/-700/-800/ -900)							
	a) Aft Pumps	С	2	1	<ul> <li>(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided:</li> <li>a) Both main tank forward pumps operate normally,</li> <li>b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lb. (3,402 kg.),</li> <li>c) A minimum fuel quantity of 2,500 lb. (1,134 kg.) is maintained in associated tank, and</li> <li>d) Boost pump is deactivated.</li> </ul>			
	b) Forward Pumps	С	2	1	<ul> <li>(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided:</li> <li>a) Both main tank aft pumps operate normally,</li> <li>b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lb. (2,177 kg.),</li> <li>c) A minimum fuel quantity of 1,800 lb. (817 kg.) is maintained in associated tank, and</li> <li>d) Boost pump is deactivated.</li> </ul>			
2.	Fuel Boost Pumps (Center Tank)	С	2	1	<ul><li>(M)May be inoperative provided:</li><li>a) Tank remains empty, and</li><li>b) Boost pump is deactivated.</li></ul>			
		C	2	1	<ul> <li>(M)(O) May be inoperative with center tank fueled provided: <ul> <li>a) Fuel quantity remaining in main wing tanks is adequate to reach a suitable airport if remaining center pump fails at any time,</li> <li>b) Zero fuel weight calculations are adjusted by weight of center tank fuel,</li> <li>c) Effect on airplane balance, in event fuel cannot be used, is accounted for,</li> <li>d) LOW PRESSURE light of operating center fuel tank pump operates normally,</li> <li>e) Center tank quantity indication operates normally, and</li> <li>f) Boost pump is deactivated.</li> </ul> </li> <li>(Continued)</li> </ul>			

	ARTMENT OF TRANSF AVIATION ADMINIST			I	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	=T:			RE	VISION NO: 57 PAGE:				
B-737				DAT	TE: 09/29/2014 28-3				
SYSTEM & 1. SEQUENCE ITEM NUMBER		1.	2.	NUME	BER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
28 - FUE	L				4. REMARKS OR EXCEPTIONS				
2.	Fuel Boost Pumps (Center Tank) (Cont'd)	С	2	0	<ul> <li>(M)May be inoperative provided: <ul> <li>a) Center tank quantity indication operates normally,</li> <li>b) Center tank remains empty or zero fuel weight calculations are adjusted by weight of center tank fuel, and</li> <li>c) Boost pump is deactivated.</li> </ul> </li> <li>NOTE: AFM limitations for fuel loading must be</li> </ul>				
					observed.				
	1) Universal Fault Interrupter (UFI) (STC ST01844LA, -300, ST02076LA, -600/-700/-800/ -900)	С	2	0	May be inoperative provided associated center tank boost pump is considered inoperative.				
3.	Fuel Boost Pump Low Pressure Warning Light Systems								
	Main Tank Pump Low Pressure Warning Light Systems	С	4	3	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated fuel pump is not used, and</li> <li>b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.</li> </ul>				
	a) Main Tank Pump Lights	С	4	3	May be inoperative provided:  a) Both pumps in associated tank operate normally, and  b) Associated tank quantity indicator operates				
					normally.				
		С	4	3	May be inoperative for an associated inoperative pump.				
	2) Center Tank Pump Low Pressure Warning Light Systems	С	2	1	<ul> <li>(M)(O) May be inoperative provided:         <ul> <li>a. Associated fuel pump is not used, and</li> <li>b. MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.</li> </ul> </li> <li>(Continued</li> </ul>				

	PARTMENT OF TRANS L AVIATION ADMINIST			I	MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:					REVISION NO: 57 PAGE			
B-737				DAT	DATE: 09/29/2014 28-4			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED			
	-			3.	NUMBER REQUIRED FOR DISPATCH			
28 - FUE	L				4. REMARKS OR EXCEPTIONS			
3.	Fuel Boost Pump Low Pressure Warning Light Systems (Cont'd)  2) Center Tank Pump Low Pressure Warning Light Systems (Cont'd)							
		С	2	0	May be inoperative provided: <ul> <li>a) Center tank fuel is not required for flight,</li> <li>b) Center tank fuel boost pumps are turned off, and</li> <li>c) Center tank remains empty or zero fuel weight calculations are adjusted by weight of center tank fuel.</li> </ul>			
	a) Center Tank Pump Lights	С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Center Tank Fuel Quantity Indicator operates normally, and</li> <li>b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.</li> </ul>			
4.	APU Fuel Valve	С	1	0	<ul><li>(M)(O) Except for ER operations, may be inoperative provided:</li><li>a) APU is not used, and</li><li>b) Valve is deactivated closed.</li></ul>			
5.	Crossfeed VALVE OPEN Light	С	1	0	<ul> <li>(M) Except for ER operations, may be inoperative provided:</li> <li>a) Crossfeed valve is verified to operate normally,</li> <li>b) Fuel quantity indication for both main tanks operates normally.</li> </ul>			
6.	Flight Deck Fuel Quantity Indicators (Main Tanks)	С	2	1	<ul> <li>(M)(O)Except for ER operations, one may be inoperative provided: <ul> <li>a) All boost pumps in associated tank operate normally,</li> <li>b) Fuel flow meters operate normally,</li> <li>c) Center tank indicator operates normally,</li> <li>d) Flight crew periodically computes fuel remaining, or checks fuel remaining against a pre-computed fuel burn chart, and</li> <li>e) Fuel quantity in associated main tank is verified by an acceptable procedure.</li> </ul> </li> </ul>			

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AIRCRA	FT:				REV	ISION NO: 57 PA	AGE:				
B-737					DATE: 09/29/2014 28-5						
SYSTEM SEQUEN NUMBE	NCE ITEM	1.	2.	N	NUMBER INSTALLED						
				3.							
28 - FUE	EL					4. REMARKS OR EXCEPTIONS					
7.	Flight Deck Fuel Quantity Indicator (Center Tank)										
	1) (-100 and 600/ -700/-800/-900)	С	1		0	May be inoperative provided:  a) One center tank boost pump operates normally, and b) Center tank remains empty.					
	2) (-200/-300/-400/ -500)	С	1		0	<ul> <li>(M) May be inoperative provided:</li> <li>a) One center tank boost pump operates normally, and</li> <li>b) Center tank remains empty.</li> </ul>					
	3) (-100/-200/-300/ -400/-500)	С	1		0	<ul> <li>(M) Except for ER operations, may be inoperative provided:</li> <li>a) Both center tank boost pumps operate normally, and</li> <li>b) Fuel quantity in center tank is verified by an acceptable procedure.</li> </ul>	n				
	4) (-600/-700/-800/ -900 with Boeing Service Bulletin 737-28A1206 or production equivalent installed)	С	1		0	<ul> <li>(M) Except for ER operations, may be inoperative provided:</li> <li>a) Both center tank boost pumps operate normally, and</li> <li>b) Fuel quantity in center tank is verified by a acceptable procedure.</li> </ul>	n				
8.	Fuel Temperature Indicator	С	1		0	May be inoperative provided Total Air Temperature Ram Air Temperature is substituted as an indication fuel temperature.					
9. ***	Fuel Quantity Totalizer	С	1		0						
10.	Pressure Fueling System	С	1		0	(M) May be inoperative provided alternate procedu are established and used.	res				
	Fueling Manifold     Check Valves	С	-		0	(M) May be inoperative provided associated Fuelin Shutoff Valve is verified to operate normally.	g				
						(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:				REVISION NO: 57 PA					
B-737					DATE: 09/29/2014 28-6					
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	N	NUMBER INSTALLED					
				3.	8. NUMBER REQUIRED FOR DISPATCH					
28 - FUE	L					4. REMARKS OR EXCEPTIONS				
10.	Pressure Fueling System (Cont'd)	С	1		0	(M) May be inoperative provided alternate pare established and used.	rocedures			
	Fueling Shutoff     Valves	С	•		0	<ul> <li>(M) May be inoperative closed provided:</li> <li>a) Associated Fueling Manifold Check operates normally, and</li> <li>b) Alternate procedures are established used.</li> </ul>				
	Refuel Panel     Fueling Power     Control Switch	С	1		0	May be inoperative off provided refuel panetest switch operates normally in AUX FUEL POWER CONTROL position or FUEL DOC SWITCH BYPASS position as applicable.	NG			
11. ***	Fueling Bay Fuel Cap	D	1		0					
12.	Refueling Control Panel Quantity Indicators	С	-		0	(M) May be inoperative provided fuel quant verified by an acceptable procedure.	ty is			
13.	Manually Operated De-fueling Valve					DELETED prior to Revision 27.				
14.	Aft Auxiliary Fuel Tank Boost Pumps (Boeing Aux Tank)	С	2		1	<ul> <li>(O) One may be inoperative provided:</li> <li>a) Fuel quantity in other tanks is adeq reach an alternate destination if rer pump fails at any time, and</li> <li>b) Fuel in tank is included as part of z weight.</li> </ul>	naining			
		С	2		0	May be inoperative provided tank remains	empty.			
		С	2		0	May be inoperative provided fuel in tank is part of zero fuel weight.	ncluded as			

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FEDERA	L AVIATION ADMINIST	RATI	ON	MASTER MINIMUM EQUIPMENT LIS				
AIRCRA	FT:			F	REVISION NO: 57 PA			
B-737					DATE	:: 09/29/2014 28-7		
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NU	JMBE	R INSTALLED		
				3.	N	IUMBER REQUIRED FOR DISPATCH		
28 - FUE	L					4. REMARKS OR EXCEPTIONS		
15. ***	Flight Deck Fuel Quantity Indicators (Aft Auxiliary Tank)							
Boeing Tank     Indicator (Boost     Pump Transfer     System)		С	1	0	)	(M)(O) May be inoperative provided both boost pumps operate normally when tank is fueled.		
	System)	С	1	0	)	May be inoperative provided tank remains empty.		
	2) Rogerson/PATS Tank Indicator (Pressurized Transfer System)	С	1	0	)	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Both auxiliary fuel transfer systems operate normally,</li> <li>b) Flight deck center tank fuel quantity indicator operates normally,</li> <li>c) Tank is emptied and serviced with a known quantity of fuel, and</li> <li>d) AFM normal procedures are used for in-flight fuel transfer.</li> </ul>		
		С	1	0	)	May be inoperative provided tank remains empty.		
16.	Fuel Measuring Sticks/Dripsticks	С	-	0	)	(M) May be inoperative or broken/missing provided fuel quantity is determined by other acceptable means.		
17. ***	Fuel Scavenge System	С	1	0	)	May be inoperative with fuel scavenge shutoff valve closed.		
		С	1	0	)	(O) May be inoperative with fuel scavenge shutoff valve open provided No. 1 Main Fuel Tank forward boost pump remains off.		
		С	1	0	)	May be inoperative with fuel scavenge shutoff valve open provided center tank remains empty.		
18.	Aft Auxiliary Tank Pressurized Transfer System (Rogerson/PATS Aux Tank)	С	2	1	I	<ul> <li>(O) One may be inoperative provided: <ul> <li>a) Remaining transfer system operates normally,</li> <li>b) Fuel quantity in other tanks is adequate to reach an alternate destination if remaining valve fails at any time, and</li> <li>c) Fuel in tank is included as part of zero fuel weight.</li> </ul> </li> </ul>		
		С	2	0	)	May be inoperative provided tank remains empty.		
		С	2	0		May be inoperative provided fuel in tank is included as part of zero fuel weight.		

	PARTMENT OF TRANSI L AVIATION ADMINIST		1			M	MASTER M	INIMUM	EQUIPME	NT LIST	
AIRCRA	FT:				REV	ISION N	<b>O</b> :			57	PAGE:
B-737					DAT	E:		09/29/	/2014		28-8
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	N	UMB	ER INST	ALLED				
				3.		NUMBEI	R REQU	IRED FOR	DISPAT	СН	
28 - FUE	L					4.	REMAR	KS OR EX	CEPTIO	NS	
19. ***	Aft Auxiliary Tank Refueling Valves (Rogerson Aux Tank)	С	2		1	a)	Remair and	atic refuelin	ng valve	ed: operates no system op	•
20	Aft Auxiliary Tank LOW PRESSURE/ TRANSFER Lights (Rogerson Aux Tank)	С	2		1		Auxiliar and	•	indicator	ed: operates n operates no	•
	,	С	2		0		y be inop nsfer sys		r an asso	ciated inop	erative
21.	Fuel Quantity Test Switches										
	1) Digital System	С	-		0						
	2) Analog System (-100/-200/-300)										
	a) Flight Deck	С	1		0	quantit		ors are ver		ssociated fu perate norm	
	b) Fueling Panel	С	-		0					ssociated fu e procedure	
22.	FUEL/SPAR VALVE CLOSED Lights										
	1) FUEL VALVE CLOSED Lights (-100/-200/-300/ -400/-500)	С	2		0		Associa normall	ly, and eed VALVE	is verified	I to operate	
	2) SPAR VALVE CLOSED Lights (-600/-700/-800/ -900	С	2		0		Associa normall	ly, and eed VALVE	is verified	I to operate	

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AIRCRA	FT:			REV	REVISION NO: 57 PAGE:						
B-737				DAT	DATE: 09/29/2014 28-9						
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	BER INSTALLED						
				3.	NUMBER REQUIRED FOR DISPATCH						
28 - FUE	L				4. REMARKS OR EXCEPTIONS						
23.	Fuel Summation Unit (FSU) (-200/-300/-400/ -500)										
	1) PDCS	С	1	0	(M)(O) May be inoperative provided PDCS functions requiring gross weight are not used.						
	2) FMCS (Software Update 7.4 and prior)	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) FMCS functions requiring gross weight are not used, and</li> <li>b) AFDS VNAV mode is not used.</li> </ul>						
	3) FMCS (Software Updates 7.5, 8.5, and 10.x)	С	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.						
24.	Refuel Panel Fueling Power Control Switch				Incorporated as a sub-item in 28-10 Rev 47a.						
25. ***	Center Tank Fuel Boost Pump Automatic Shut Off System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed)										
	1) All Models	С	2	0	May be inoperative provided associated center tank fuel boost pump is considered inoperative.						
		С	2	0	May be inoperative provided center tank remains empty.						
					(Continued)						

	TMENT OF TRANS			V			MASTER MINIM	UM EQUIPME	ENT LIST	
AIRCRAFT:				REVISION NO :					PAGE:	
B-737	B-737					DATE: 09/29/2014				
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUME	NUMBER INSTALLED					
				3.	NUME	BER REQU	JIRED FOR DISF	PATCH		
28 - FUEL					4.	REMA	RKS OR EXCEP	TIONS		
*** Boo Au' Sys Bul 733 733 733 Eq	nter Tank Fuel ost Pump tomatic Shut Off stem (Service lletin 7-28A1228, 7-28A1216, 7-28A1206, or uivalent Installed) ont'd)									
	-100/-200/-300/ -400/-500	C	2	0		a. Both of Pressi normal b. Cente normal c. Cente not be the flig d. For gr pump unless 1,000 or transe. Both of position low profiles f. Cente position of the pressure of th	r tank fuel quantit	toost pump Lot Systems operated indication of the positioned are available to positioned the positioned quantity except when post pumps an indication of for the positioned pumps may be stablished in control of the positioned pumps may be stablished in control of the pumps may be st	werate perates s must ilable in re lights, uel boost ed to ON exceeds defueling re uel pump	

U.S. DEPARTMENT OF TRANS FEDERAL AVIATION ADMINIST	_	_	N	MASTER MINIMUM EQUIPMENT LIST						
AIRCRAFT:			RI	EVISION NO: 57 PAGE:						
B-737			D/	ATE: 09/29/2014 28-11						
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUN	MBER INSTALLED						
			3.	NUMBER REQUIRED FOR DISPATCH						
28 - FUEL				4. REMARKS OR EXCEPTIONS						
25. Center Tank Fuel Boost Pump Automatic Shut Off System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)										
3) -600/-700/-800/ -900	C	2	0	<ul> <li>May be inoperative with center tank fueled provided: <ul> <li>a. Both center tank fuel boost pump Low Pressure Warning Light Systems operate normally,</li> <li>b. Center tank fuel quantity indication operates normally,</li> <li>c. Center tank fuel boost pumps must not be ON unless personnel are available in the flight deck to monitor low pressure lights,</li> <li>d. For ground operations, center tank fuel boost pump switches must not be positioned to ON unless the center tank fuel quantity exceeds 1,000 pounds (453 kg), except when defueling or transferring fuel,</li> <li>e. Center tank fuel boost pumps are OFF for takeoff if center tank fuel is less than 5,000 pounds (2,300 kg) with airplane readied for initial taxi,</li> <li>f. Both center tank fuel boost pumps are selected OFF when center tank fuel quantity reaches 1,000 pounds (453 kg) of fuel during climb and cruise,</li> <li>g. Both center tank fuel boost pumps are selected OFF when center tank fuel quantity reaches 3,000 pounds (1,400 kg) of fuel during descent and landing,</li> <li>h. Both center tank fuel boost pumps are positioned OFF at first indication of fuel pump low pressure,</li> <li>i. Center tank fuel boost pumps may be positioned ON when established in cruise flight if the center tank contains more than 1000 lb. (453 kg) of fuel,</li> </ul> </li> <li>(Continued)</li> </ul>						

	PARTMENT OF TRANS			l	MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:			RE	VISION NO: 57 PAGE:					
B-737				DA <sup>-</sup>	TE: 09/29/2014 28-12					
	SYSTEM & 1 SEQUENCE ITEM		2.	NUM	UMBER INSTALLED					
NUMBE	N.			3.	NUMBER REQUIRED FOR DISPATCH					
28 - FUE	EL				4. REMARKS OR EXCEPTIONS					
25. ***	Center Tank Fuel Boost Pump Automatic Shut Off System (Service Bulletin 737-28A1228, 737-28A1216, 737-28A1206, or Equivalent Installed) (Cont'd)									
	3) -600/-700/-800/ -900 (Cont'd)				<ul> <li>j. If the main tanks are not full, the zero fuel gross weight of the airplane plus the weight of center tank fuel may exceed the maximum zero fuel weight by up to 5,000 pounds (2,300 kg) for takeoff, climb and cruise and up to 3,000 pounds (1,400 kg) for descent and landing, provided that the effects of balance (CG) have been considered, and</li> <li>k. Defueling with passengers on board is prohibited.</li> </ul>					
26.	Fuel Shutoff Valve Battery and Charger (-600/-700/-800/ -900)	D	1	0	(M) May be inoperative deactivated.					
100.	Forward Auxiliary Fuel System Transfer Valves (PATS, -600/-700/ -800)	В	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Inoperative Fwd Aux tank transfer valve is verified "closed" and remains closed,</li> <li>b) Remaining Fwd Aux tank transfer valve operates normally,</li> <li>c) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining transfer valve fails at any time, and</li> <li>d) Fuel in tank is included as part of zero fuel weight.</li> </ul>					
		С	2	0	May be inoperative provided Fwd Aux tank remains empty.					
		С	2	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.					

	PARTMENT OF TRANSI L AVIATION ADMINIST	_	_	1	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			R	REVISION NO: 57 PAGE:
B-737					DATE: 09/29/2014 28-13
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NU	UMBER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
28 - FUE	L				4. REMARKS OR EXCEPTIONS
101.	Forward Auxiliary Fuel System Vent Valves (PATS, -600/ -700/-800)	В	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Remaining Fwd Aux tank vent valve operates normally,</li> <li>b) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining vent valve fails at any time, and</li> <li>c) Fuel in tank is included as part of zero fuel weight.</li> </ul> </li> </ul>
		С	2	0	May be inoperative provided Fwd Aux tank remains empty.
		С	2	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.
102.	Forward Auxiliary Fuel System Bleed Air Valve (PATS, -600/-700/-800)	С	1	0	May be inoperative provided:  a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Fwd Aux fuel quantity indicator operates normally.
		С	1	0	May be inoperative provided Fwd Aux tank remains empty.
		С	1	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.
103.	Aft Auxiliary Fuel System Transfer Valves (PATS, -600/-700/-800)	В	2	1	<ul> <li>(M)(O) One may be inoperative provided: <ul> <li>a) Inoperative Aft Aux tank transfer valve is verified "closed" and remains closed,</li> <li>b) Remaining Aft Aux tank transfer valve operates normally,</li> <li>c) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining transfer valve fails at any time, and</li> <li>d) Fuel in Aft Aux tank is included as part of zero fuel weight.</li> </ul> </li> </ul>
		С	2	0	May be inoperative provided Aft Aux tank remains empty.
		С	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.

	PARTMENT OF TRANSI			N	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	VISION NO: 57 PAGE:				
B-737				DAT	DATE: 09/29/2014 28-14				
SYSTEN SEQUEI NUMBE	NCE ITEM	1.	2.	NUMB	SER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
28 - FUE	EL				4. REMARKS OR EXCEPTIONS				
104.	Aft Auxiliary Fuel System Vent Valves (PATS, -600/-700/ -800)	В	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Remaining Aft Aux tank vent valve operates normally,</li> <li>b) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining vent valve fails at any time, and</li> <li>c) Fuel in Aft Aux tank is included as part of zero fuel weight.</li> </ul>				
		С	2	0	May be inoperative provided Aft Aux tank remains empty.				
		С	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.				
105.	Aft Auxiliary Fuel System Bleed Air Valve (PATS, -600/ -700/-800)	С	1	0	May be inoperative provided: <ul> <li>a) Both air conditioning packs operate normally,</li> <li>b) Cabin pressure control system operates normally, and</li> <li>c) Aft Aux fuel quantity indicator operates normally.</li> </ul>				
		С	1	0	May be inoperative provided Aft Aux tank remains empty.				
		С	1	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.				
106.	Auxiliary Fuel System Isolation Valve Open Light (PATS, -600/-700/ -800)	С	1	0	(M) May be inoperative provided isolation valve is visually verified open before each flight.				
107.	Auxiliary Fuel System Isolation Valve Closed Light (PATS, -600/-700/ -800)	С	1	0	(M) May be inoperative provided isolation valve is visually verified closed before each auxiliary refueling.				
108.	Auxiliary Fuel System Isolation Valve (PATS, -600/ -700/-800)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Isolation valve is safety wired in open position, and</li> <li>b) Electrical connector is capped for flight.</li> <li>NOTE: Fuel remaining in auxiliary tanks may be used for flight.</li> </ul>				

	PARTMENT OF TRANSF L AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:			RE	VISION NO: 57 PAGE:					
B-737				DA	TE: 09/29/2014 28-15					
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED					
NO.II.BE.	•			3.	NUMBER REQUIRED FOR DISPATCH					
28 - FUE	L				4. REMARKS OR EXCEPTIONS					
109.	Auxiliary Tank Fueling Valves (PATS, -600/-700/ -800)									
	Forward Auxiliary     Refueling Valve	С	1	0	(M) May be inoperative provided forward refueling valve is verified "closed".					
					NOTE 1: Auxiliary Fuel Tanks shall not be fueled until refueling valve has been verified to operate normally.					
					NOTE 2: Fuel remaining in tank may be used for flight.					
	Aft Auxiliary     Refueling Valve	С	1	0	(M) May be inoperative provided aft refueling valve is verified "closed".					
					NOTE 1: Auxiliary Fuel Tanks shall not be fueled until refueling valve has been verified to operate normally.					
					NOTE 2: Fuel remaining in tank may be used for flight.					
110.	Auxiliary Fuel System Alert Message Display (PATS, -600/-700/ -800)	С	2	1	(M) One may be inoperative provided transfer system is verified to operate normally.					
		С	2	0	May be inoperative provided auxiliary tanks remain empty.					
		С	2	0	May be inoperative provided fuel auxiliary tanks is included as part of zero fuel weight.					
111.	Auxiliary Fuel Control Unit (PATS, -600/-700/-800)	С	1	0	(O) May be inoperative provided auxiliary fuel tanks remain empty.					

	PARTMENT OF TRAN			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	EVISION NO: 57 PAGE:
B-737				DA	TE: 09/29/2014 28-16
SYSTEN SEQUEI NUMBE	NCE ITEM	1.	2.	NUM	BER INSTALLED
HOMBE				3.	NUMBER REQUIRED FOR DISPATCH
28 - FUE	:L				4. REMARKS OR EXCEPTIONS
112.	Auxiliary Fuel Low Level Float Switches (PATS, -600/-700/ -800)				
	Forward Tank     System	С	2	1	(O) One low level switch may be inoperative provided fuel quantity indicators operate normally.
		С	2	0	(O) May be inoperative provided tank remains empty.
		С	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.
	2) Aft Tank System	С	2	1	(O) One low level switch may be inoperative provided fuel quantity indicators operate normally.
		С	2	0	(O) May be inoperative provided tank remains empty.
		С	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.
113.	Auxiliary Fuel Processor (PATS, -600/-700/-800)	С	1	0	(O) May be inoperative provided auxiliary fuel tank remains empty.
114.	Auxiliary Fuel Pressure Switches (PATS, -600/-700/ -800)				
	Forward Tank     Pressure     Switches	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Failed pressure switch indicates low pressure,</li> <li>b) Pressurization system operates normally, and</li> <li>c) Air conditioning packs operate normally.</li> </ul>
		С	2	0	May be inoperative provided tank remains empty.
		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.
					(Continued)

	PARTMENT OF TRA L AVIATION ADMIN			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE\	VISION NO: 57 PAGE:
B-737				DAT	TE: 09/29/2014 28-17
SYSTEM SEQUEN NUMBER	ICE ITE	1. M	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
28 - FUE	L				4. REMARKS OR EXCEPTIONS
114.	Auxiliary Fuel Pressure Switches (PATS, -600/-700/ -800) (Cont'd)				
	2) Aft Tank Pressure Switches	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Failed pressure switch indicates low pressure,</li> <li>b) Pressurization system operates normally, and</li> <li>c) Air conditioning packs operate normally.</li> </ul>
		С	2	0	May be inoperative provided tank remains empty.
		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.
115. Auxiliary Fuel Center Tank Float Switches (PATS, -600/-700/-800)	С	2	0	(O) May be inoperative provided auxiliary fuel tanks remain empty.	
	-000/-100/-000)	С	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.
116.	Auxiliary Fuel Maintenance Switches (PATS, -600/-700/-800)	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Affected maintenance switch/indicator is failed in an open condition, and</li> <li>b) Remaining maintenance switch/indicator is verified to operate normally.</li> </ul>
		С	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.
117.	Auxiliary Fuel Alert Switches (PATS, -600/-700/-800)	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Affected alert switch/indicator is failed in an open condition, and</li> <li>b) Remaining alert switch/indicator is verified to operate normally.</li> </ul>
		С	2	0	May be inoperative provided auxiliary fuel tanks remain empty.
		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.

	PARTMENT OF TRANS			٨	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	.FT:			REV	/ISION NO : 57 PAGE:				
B-737				DAT	E: 09/29/2014 28-18				
SYSTEM & 1. SEQUENCE ITEM NUMBER		1.	2.	NUMB	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
28 - FUE	:L				4. REMARKS OR EXCEPTIONS				
118.	Auxiliary Fuel Test Switches (PATS, -600/-700/-800)	С	2	0	(M) May be open provided:  a) Associated fuel quantity indicator display is verified to operate normally before each flight, and  b) Alert message displays are verified to operate normally before each flight.				
119.	Flight Deck Fuel Quantity Indicators (Auxiliary Tanks) (PATS, -600/-700/ -800)								
	Aft Auxiliary     Tank System	С	2	1	(O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct.				
		С	2	0	May be inoperative provided auxiliary fuel tanks remain empty.				
		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.				
	Forward Auxiliary     Tank System	С	2	1	(O) One may be inoperative provided transfer system operates normally and total fuel quantity on the FMC is verified to be correct.				
		С	2	0	May be inoperative provided auxiliary fuel tanks remain empty.				
		С	2	0	May be inoperative provided fuel in tank is included as part of zero fuel weight.				

	PARTMENT OF TRANSF L AVIATION ADMINIST			I	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	VISION NO: 53 PAGE:
B-737				DA	TE: 08/01/2009 29-1
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
29 - HYDRAULICS					4. REMARKS OR EXCEPTIONS
1.	Ground Inter-connect Valve (System A and B) (-100/-200)	С	1	0	(M) May be inoperative provided valve remains closed.
2.	System B Pumps				
	1) (-100/-200)	С	2	1	Except for ER operations, one may be inoperative provided:  a) Pressure indicator operates normally, and b) Thrust reversers operate normally.
	2) Engine Driven Hydraulic Pump Depressurization Function (-300/ -400/-500/-600/ -700/-800/-900)	С	1	0	
3.	System Pressure Indications (A and B)				
	1) (-100/-200)	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) System pressure is checked from brake pressure indicator before each departure, and</li> <li>b) All hydraulic low pressure lights operate normally.</li> </ul>
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1	<ul> <li>(O) One may be inoperative provided:</li> <li>a) System pressure is checked before each departure, and</li> <li>b) All hydraulic low pressure lights operate normally.</li> </ul>
4.	System A Pump Low Pressure Indication Systems	С	2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.
5.	System B Pump Low Pressure Indication Systems	С	2	1	(O) One may be inoperative provided output of associated pump is checked before each departure.
6.	Hydraulic Brake Pressure Indicator				MOVED to item 32-13, Revision 33.

	PARTMENT OF TRANS L AVIATION ADMINIST	_		١	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RI	EVISION NO: 53 PAGE:
B-737				D/	ATE: 08/01/2009 29-2
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUM	MBER INSTALLED
NOMBE	·			3.	NUMBER REQUIRED FOR DISPATCH
29 - HYD	PRAULICS				4. REMARKS OR EXCEPTIONS
7.	System A and B Overheat Lights				
***	1) System A Over- heat Lights (-100/-200)	D	2	0	
	2) System B Over- heat Lights (-100/-200)	С	2	0	May be inoperative provided associated system B Low Pressure light operates normally.
	3) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	0	May be inoperative provided associated Low Pressure light operates normally.
8.	Hydraulic Quantity Low Level Light System B (-100/ -200)	С	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.
9.	Hydraulic Quantity Low Level Light System (Standby System)	С	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.
10.	System A Pumps				
	Engine Driven     Hydraulic Pump     Depressurization     Function	С	-	0	
11.	System A Quantity Indication System (Flight Deck)				
	1) -100/-200	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Quantity is verified adequate before each departure,</li> <li>b) System A pressure indicator operates normally, and</li> <li>c) System B and Standby systems low quantity lights operate normally.</li> <li>(Continued)</li> </ul>

	PARTMENT OF TRANS L AVIATION ADMINIST			1		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT·				RFV	VISION NO: 53 PAGE:
B-737					DAT	
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	N	UMB	ER INSTALLED
HOMBE	`			3.		NUMBER REQUIRED FOR DISPATCH
29 - HYD	RAULICS					4. REMARKS OR EXCEPTIONS
11.	System A Quantity Indication System (Flight Deck) (Cont'd)					
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	1		0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Quantity is verified adequate before each departure,</li> <li>b) System pressure indication operates normally, and</li> <li>c) Pump low pressure lights operate normally.</li> </ul>
12.	Standby System Low Pressure Light	С	1		0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Standby system low quantity light operates normally,</li> <li>b) Output of standby pump is verified before each departure, and</li> <li>c) Both System B pumps operate normally.</li> </ul>
13.	Hydraulic Reservoir Pressurization System Sources	С	-		1	(M) May be inoperative provided reservoir can be pressurized.
14.	System A Overheat Lights					Incorporated into Item 29-7 in Revision 39.
15.	System B Quantity Indication System (Flight Deck) (-300/ -400/-500/-600/ -700/-800/-900)	С	1		0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Quantity is verified adequate before each departure,</li> <li>b) System pressure indication operates normally, and</li> <li>c) Pump low pressure lights operate normally.</li> </ul>
16. ***	Hydraulic Reservoir Air Pressure Indicator (Wheel Well)	С	-		0	
17.	Hydraulic Reservoir Quantity Indicator (Wheel Well)	С	-		0	
18.	Hydraulic Reservoir Fill System (Wheel Well)	С	1		0	

	PARTMENT OF T L AVIATION ADI			N	MASTER MINIMUM EQ	UIPMENT L	IST
AIRCRA	FT:			REV	ISION NO:	57	PAGE:
B-737				DAT	E: 09/29/2014		30-1
	SYSTEM & 1. SEQUENCE ITEM			NUMB	ER INSTALLED		
HOMBE	`			3.	NUMBER REQUIRED FOR DISPA	ГСН	
30 - ICE	AND RAIN PRO	TECTION			4. REMARKS OR EXCEPTION	ONS	
1.	Wing Anti-Ice Valves	С	2	0	(M)(O) Except for ER operations be may be inoperative closed provide operated in known or forecast icin	d airplane is	not
	1) (-100/-200)	С	2	0	<ul> <li>(M)(O) May be inoperative open p</li> <li>a) Valve is manually closed f</li> <li>b) Associated manifold is de outside air temperature is (10 degrees C),</li> <li>c) Associated engine bleed t followed when manifold is</li> <li>d) Air conditioning and press requirements are followed manifolds are depressuriz</li> </ul>	or engine standard or engine sta	when egrees F are , and
	2) (-300/-400/-5 -600/-700/-8 -900)		2	1	<ul> <li>(M)(O) One may be inoperative op</li> <li>a) Except for engine start, as depressurized when outsing above 50 degrees F (10 dt)</li> <li>b) Associated engine bleed to followed when manifold is</li> <li>c) Air conditioning and pressure requirements are followed is depressurized.</li> </ul>	sociated ma de air tempe egrees C), hrust limits a pressurized urization	nifold is rature is are , and
2.	Wing Anti-Ice V Position Lights	alve C	2	0	(M) May be inoperative provided voperate normally before operating forecast icing conditions.		ed to
3.	Engine and Nos Cowl Anti-Ice Valves	se					
	1) (-100/-200)	С	6	5	<ul> <li>(M)(O) One may be inoperative closed.</li> <li>a) All remaining anti-ice valve and</li> <li>b) Airplane is not operated in icing conditions.</li> <li>(Continued)</li> </ul>	es operate n	ormally,

	PARTMENT OF TRA L AVIATION ADMIN			N	MASTER MINIMUM EQ	UIPMENT L	IST
AIRCRA	FT:			REV	ISION NO:	57	PAGE:
B-737				DAT	E: 09/29/2014		30-2
SYSTEM SEQUEN NUMBER	ICE ITE	1. M	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPAT	СН	
30 - ICE AND RAIN PROTECTION					4. REMARKS OR EXCEPTION	NS	
3.	Engine and Nose Cowl Anti-Ice Valves (Cont'd)						
	1) (-100/-200) (Cont'd)	С	6	5	<ul> <li>(M)(O) One may be inoperative operations.</li> <li>a) All remaining valves operations.</li> <li>b) Operating temperature for limited to 50 degrees F (10 maximum (ambient or total unless S/B 71-1045 or 71-TAI Spray Ring Modifications equivalent has been incorpant.</li> <li>c) Appropriate performance a applied.</li> </ul>	te normally, cowl valves degrees C l air tempera 1046 "Nose on" or productorated, and	is ) ature) Cowl ction
	2) (-300/-400/-500	) C	2	1	(M) One may be inoperative closed is not operated in known or forecast		
		С	2	1	<ul> <li>(M)(O) One may be inoperative locally associated High Stage Value inoperative,</li> <li>b) Ambient temperature is be (38 degrees C),</li> <li>c) A minimum of 60% N1 is not associated engine during for conditions, and</li> <li>d) Appropriate performance applied.</li> </ul>	lve is considered to the low 100 degrammed of the lower transfer in the lower transfer to the lower transfer to the lower transfer to the lower transfer transfer to the lower transfer	lered grees F n
	3) (-600/-700/-800 -900)	/ C	2	1	(M) Except for ER operations beyone may be inoperative closed pronot operated in known or forecast	vided airpla	ne is
		C	2	1	<ul> <li>(M)(O) One may be inoperative local (a) Associated High Stage Value inoperative,</li> <li>(b) Ambient temperature is be (38 degrees C),</li> <li>(c) A minimum of 60% N1 is no associated engine during for conditions,</li> <li>(d) Appropriate performance applied.</li> </ul>	lve is considered to the low 100 degrammed of the lower transfer o	lered grees F n

U.S. DEF	PARTMENT OF TRANSF	PORT	OITA	N			
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM E	QUIPMENT L	IST
AIRCRA	FT:			REV	ISION NO:	57	PAGE:
B-737				DAT	E: 09/29/2014		30-3
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPA	ATCH	
30 - ICE	AND RAIN PROTECTIO	N			4. REMARKS OR EXCEPT	ONS	
4.	Engine and Nose Cowl Anti-Ice Valve Position Lights or TAI Indications						
	1) (-100/-200)	С	-	0	(M) May be inoperative provided operate normally before each de		ed to
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	-	0	(O) May be inoperative provided operate normally before each de		ed to
	3) (-600/-700/-800/ -900)	С	4	2	One valve position indication (eit OPEN light or TAI indication) for inoperative provided other valve that engine operates normally.	each engine	may be
	4) (All Models)	С	-	-	May be inoperative provided ass considered inoperative.	ociated valve	is
5.	Pitot/Static Probe Heaters						
	1) (-100/-200/-300/ -400/-500)						
	a) No. 1 Aux Pitot/Static Heater (Right Lower Probe)	В	1	0	May be inoperative provided:  a) No. 2 Aux Pitot Static he normally,  b) RVSM operations are no c) Airplane is not operated icing conditions.	t conducted,	and
	b) No. 2 Aux Pitot/Static Heater (Left Lower Probe)	В	1	0	May be inoperative provided:  a) No. 1 Aux Pitot Static he normally,  b) RVSM operations are no c) Airplane is not operated icing conditions.	t conducted,	and
		В	1	0	May be inoperative provided:  a) No.1 Aux Pitot Static hear normally, and b) Dispatch deviations for a are observed.  (Continued)	-	uipment

U.S. DEP	ARTMENT OF TRANS	PORT	OITA				
	L AVIATION ADMINIST	_	_		MASTER MINIMUM	EQUIPMENT L	JST
AIRCRA	FT:			REV	ISION NO :	57	PAGE:
B-737				DAT	E: 09/29/2014	4	30-4
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DIS	PATCH	
30 - ICE	AND RAIN PROTECTION	NC			4. REMARKS OR EXCEP	TIONS	
5.	Pitot/Static Probe Heaters (Cont'd)						
	1) (-100/-200/-300/ -400/-500) (Cont'd)						
	c) Pitot/Static Heaters (Upper Probes)	В	2	1	Pilot's or copilot's may be inoperated airplane is not operate or in known or forecast icing co	ed in visible mo	
	2) (-600/-700/-800/ -900)						
	a) Left/Right Pitot Heaters	В	2	1	Except for ER operations beyo may be inoperative for day VM  a) Aux Pitot heater opera b) Airplane is not operate and c) Airplane is not operate icing conditions.	C provided: tes normally, d in visible mois	sture,
	b) Aux Pitot Heater (Right Lower Probe)	В	1	0	Except for ER operations beyo be inoperative provided:  a) Both Left and Right Pit normally, and b) Airplane is not operate icing conditions.	ot heaters oper	ate
6.	Vertical Stabilizer Pitot Heaters (Elevator and Rudder Feel Systems)	В	2	1	Except for ER operations beyo may be inoperative provided ai in known or forecast icing cond	rplane is not op	
7.	Total Air Temperature Probe Heater	С	-	0	Except for ER operations beyo be inoperative provided airplan known or forecast icing conditions.	e is not operate	
		С	-	0	(O) May be inoperative provide temperature indicator system is operating normally (i.e., Ram A Temperature).	s installed and	

U.S. DEPARTMEN	T OF TRANSPO	ORT	OITA	N			
FEDERAL AVIATION	ON ADMINISTR	ATIO	NC		MASTER MIN	NIMUM EQUIPM	ENT LIST
AIRCRAFT:				REV	ISION NO :	5	7 <b>PAGE</b> :
B-737				DAT	E: 09/	/29/2014	30-5
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FO	OR DISPATCH	
30 - ICE AND RAIN	N PROTECTION	٧			4. REMARKS OR	EXCEPTIONS	
8. Angle of Sensor F Stall War System S Heater(s Vane He	Heater(s)/ rning Sensor )/Alpha	С	-	0	Except for ER operation be inoperative provided known or forecast icing	d airplane is not o	
9. Pitot, Pitot and Tem Probe He							
*** 1) Greer On) L (-100/							
a) Pito Star	ot and Pitot/ tic	В	-	-	(M) One may be inoper a) Required heate each departure b) HEATER OFF	er function is verif e, and	
b) Ten	nperature	С	1	0	(M) May be inoperative function is verified to op departure.		
		С	1	0	May be inoperative pro- inoperative.	vided associated	heater is
*** 2) Ambe Off) L	er (Heater ights						
a) Pito Sta	ot and Pitot/ tic	В	-	0	(M) Except for ER opermay be inoperative proval Associated heat operate normal b) Airplane is not icing conditions	vided: ater function is ve Ily, and operated in know	rified to
b) Ten	nperature	С	-	1			
		С	-	0	(M) May be inoperative function is verified to op departure.		
		С	-	0	May be inoperative pro- inoperative.	vided associated	heater is
I							

U.S. DEF	PARTMENT OF TRANS	SPORT	OITA	N	
FEDERA	L AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REV	VISION NO: 57 PAGE:
B-737				DAT	E: 09/29/2014 30-6
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	SER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
30 - ICE	AND RAIN PROTECT	ION			4. REMARKS OR EXCEPTIONS
10.	Wing Anti-Ice Duct Overheat System				
***	1) Ground Test Feature (-300/-400/-500)	С	1	0	
11.	Electrically Heated Windshields				
	1) No.1 or No. 2 Window	С	4	3	Except for ER operations beyond 120 minutes, one No. 1 or No. 2 window heater may be inoperative provided:  a) Airplane is not operated in known or forecast icing conditions, b) Windshield de-fog system operates normally, and c) Airspeed is limited to 250 KIAS below 10,000 feet MSL.
***	2) No. 4 or No. 5 Window	С	4	0	No. 4 and No. 5 window heat may be inoperative provided airspeed is limited to 250 KIAS below 10,000 feet MSL.
***	3) No. 3 Window Heat System(s)	D	2	0	
12.	De-Fog System	С	1	0	
13.	Windshield Wiper System(s)	С	2	0	May be inoperative provided airplane is not operated in precipitation within 5 statute miles of airport of takeoff or intended landing.
	1) Park Function	С	2	0	May be inoperative for all flight conditions provided blade(s) can be positioned in a location that will not obstruct forward vision.
***	2) Intermittent Speed Function (-300/-400/-500/ -600/-700/-800/ -900)	D	2	0	
	3) Low Speed Function	С	2	0	May be inoperative provided associated high speed function operates normally.  (Continued)

II C DEF	PARTMENT OF TRANS	DODI	- A TIO	NI.			
	L AVIATION ADMINIST		_	N	MASTER MINIMUM EQ	UIPMENT L	IST
AIRCRA	FT:			REV	ISION NO :	57	PAGE:
B-737				DAT		0.	30-7
SYSTEM SEQUEN	NCE ITEM	1.	2.	NUMB	ER INSTALLED		
NUMBE	R			3.	NUMBER REQUIRED FOR DISPAT	ГСН	
30 - ICE	AND RAIN PROTECTION	NΩ			4. REMARKS OR EXCEPTION	)NS	
00 102	,	011			THE TREMPTION OF EXCENT		
13.	Windshield Wiper System(s) (Cont'd)						
	4) High Speed Function	С	2	1	One may be inoperative provided a speed function operates normally.	associated l	OW
		С	2	0	May be inoperative provided both operate normally and rain intensity moderate.		
					DELETED Revision 53.		
14.	Rain Repellent System (Including RainBoe and STC ST09864SC) (-100/-200/-300/ -400/-500)	D	1	0			
15. ***	Windshield Perimeter Heater(s)	С	2	0			
16. ***	HEATER OFF Light (-100/-200)	В	1	0	(O) May be inoperative provided:  a) Remaining components of are verified to operate nor b) Airplane is not operated in icing conditions.	mally, and	
17.	COWL ANTI-ICE Lights (-300/-400/ -500/-600/-700/ -800/-900)	С	2	1	Except for ER operations beyond may be inoperative provided airpla in known or forecast icing condition	ane is not op	
		С	2	1	(M)(O) One may be inoperative procowl anti-ice valve is locked open.		ciated
18. ***	Alpha Vane Heater Light Systems	С	2	0	(M) May be inoperative provided a function is verified to operate norm departure.		
		С	2	0	May be inoperative provided associonsidered inoperative.	ciated heate	r is
19. ***	Drain Mast Heaters	С	2	0	(M) May be inoperative provided wassociated components is secured		to

AIRCR	AFT:			REV	ISION NO :	57	PAGE:			
B-737				DAT			30-8			
SYSTE SEQUE		1.	2.	NUMB	NUMBER INSTALLED					
NUMB				3.	NUMBER REQUIRED FOR DISPA	ГСН				
20 10	E AND RAIN PROTECTI	ON			4. REMARKS OR EXCEPTION					
30 - IC	E AND RAIN PROTECTI	ON			4. REMARKS OR EXCEPTION	DNS				
20. ***	Ice Detection System	D	1	0						
21. ***	Control Stand Wing Anti-Ice Switches	С	2	0	(O) May be inoperative closed.					
		С	2	0	(O) May be inoperative open.					

	PARTMENT OF TRANS LL AVIATION ADMINIST			N 	MASTER MINIMUM EQUIPMENT	LIST
AIRCRA	FT:			REV	<b>ISION NO</b> : 57	PAGE:
B-737				DAT	E: 09/29/2014	31-1
SYSTEM SEQUEN NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
31 - IND SYSTEM	ICATING / RECORDING IS	3			4. REMARKS OR EXCEPTIONS	
1.	Clocks	С	2	1	One may be inoperative at either pilot or cop station.	ilot
***	Automatic UTC     Update Function	С	2	0	(O) May be inoperative provided manual moderates normally.	de is set
2.	Flight Data Recorder System (FDR)					
	(For Air Carrier or Holder of a Commercial Operator Certificate)	С	-	-	Any in excess of those required by 14 CFR r inoperative.	nay be         
		A	-	0	May be inoperative provided: <ul> <li>a) Cockpit Voice Recorder (CVR) operations and the provided of the provided of</li></ul>	signated nless; ck but as not pted but tched on lesignated olished
	FDR Recording     Parameters     required by     14 CFR	Α	-	-	Up to three(3) recording parameters may be inoperative provided:  a) Cockpit Voice Recorder (CVR) operation normally, and b) Repairs are made within 20 calendar	
	<ol> <li>FDR Recording Parameters not required by 14 CFR</li> </ol>	А	-	-	May be inoperative provided repairs are made completion of next heavy maintenance visit.	le prior to
					(Continued)	

U.S. DEF	PARTMENT OF TRANSF	PORT	OITA	N						
	L AVIATION ADMINIST				MASTER MINIMUM E	QUIPMENT L	JIST			
AIRCRA	FT:			REV	ISION NO:	57	PAGE:			
B-737				DAT	E: 09/29/2014		31-2			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED					
				3.	3. NUMBER REQUIRED FOR DISPATCH					
31 - INDI SYSTEM	CATING / RECORDING IS	i			4. REMARKS OR EXCEPT	IONS				
2.	Flight Data Recorder System (FDR) (Cont'd)									
	For an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate		-	1	Any in excess of those required inoperative.	by 14 CFR ma	ay be           			
		Α	-	0	May be inoperative provided repartment accordance with applicable 14 C		e in			
3.	Engine Pressure Ratio Limit (EPRL) System				MOVED to MMEL Item 34-41.					
4.	Reference Speed Computer (Total Fuel & VREF Indicator –100/-200)	С	1	0						
5.	Cockpit Voice Recorder (CVR) System				MOVED to MMEL Item 23-10.					
6. ***	AIDS Maintenance Recorder	D	1	0						
7. ***	Aircraft Condition Monitoring System (ACMS)	D	1	0						
	1) Quick Access Recorder (Includes Avionica miniQAR) (STC's ST02472AT or ST03151AT)	D	1	0						

II S DED	ARTMENT OF TRAI	JCDODI		NI								
	L AVIATION ADMINI			V	MASTER I	MINIMUM EQU	JIPMENT L	IST				
AIRCRA	FT:			REV	ISION NO :		57	PAGE:				
B-737				DAT	DATE: 09/29/2014							
SYSTEM SEQUEN NUMBER	ICE ITEN	1. /	2.	NUMB	NUMBER INSTALLED							
HOMBE	`			3.	3. NUMBER REQUIRED FOR DISPATCH							
31 - INDI SYSTEM	CATING / RECORDI S	NG			4. REMARKS C	OR EXCEPTION	NS					
8.												
	Display Units     (DU)											
	С	1	0	(O) May be inoperati a) All remaining b) It is checked switched to a	g DUs operate	splay can b						
b) Inboard DU A			2	1	(O) For EFIS/MAP or inoperative provided:  a) It is checked switched to a b) All navigation ILS/VOR/DM c) Repairs are r	: that engine dis an alternate DU n must be base ME, and	splay can be J, ed on					
	2) CDS MAINT Annunciation											
	a) PFD/ND	В	-	0	May be dispatched we MAINT annunciation Program Software (Clater, is installed.	provided CDS	Operationa	al				
b) EFIS/MAP A			-	0	and	provided: board DU opera ional Program NP-01A-05 or la	ates norma Software (C ater, is insta	lly, DPS) alled,				
9.	Remote Light	С	1	0	c) Repairs are  May be inoperative p	made within or						
J.	Sensor System (-300/-400/-500/ -600/-700/-800/ -900)	5	ı		brightness controls o			,				
10.	Speed Reference Selector (-600/ -700/-800/-900)	С	1	0	May be inoperative pCDU.	provided speed	s can be se	et using				

U.S. DEF	PARTMENT OF TRAN	ISPORT	OITAT	<b>N</b>				
FEDERA	L AVIATION ADMINI	STRATI	ON		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT:			REV	ISION NO: 57 P.	AGE:		
B-737				DAT	E: 09/29/2014	31-4		
SYSTEM SEQUEN	ICE ITEM	1. I	2.	NUMB	ER INSTALLED			
NUMBER	₹			3.	NUMBER REQUIRED FOR DISPATCH			
31 - INDI SYSTEM	CATING / RECORDII IS	NG			4. REMARKS OR EXCEPTIONS			
11. ***	Mechanical Timer	С	1	0	(O) May be inoperative provided alternate procedu are established and used.	res		
		D	1	0	May be inoperative provided procedures do not require its use.			
12. Takeoff Warn Test *** Switch			1	0				
Switch			1	0	May be inoperative provided procedures do not require its use.			
13. Flat Panel Display  *** System (Universal Avionics, Inc. EFI-890) (STC ST03355AT and ST03362AT)								
			2	1	<ul> <li>(O) For PFD/ND configuration, one may be inoperative provided:</li> <li>a) Reversionary Display on PFD is checked p to departure,</li> <li>b) PFD Lateral Deviation Scale operates normally, and</li> <li>c) Repairs are made within two flight days.</li> </ul>	rior		
	<ul><li>a) Display</li><li>Control Panel</li><li>Switches/</li><li>Control Knobs</li></ul>	A	-	0	May be inoperative provided:  a) Inboard DU is considered inoperative, and b) Repairs are made within two flight days.			
	(1) TERR	С	2	1				
	(2) TFC	С	2	1				
	(3) WX	С	2	1				
					(Continued)			

	ENT OF TRANSF			N	MAST	ER MINIMUM EQ	UIPMENT L			
AIRCRAFT:				REV	ISION NO :		57	PAGE:		
B-737					DATE: 09/29/2014					
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMB	ER INSTALLED					
HOMBEN				3.	NUMBER REQUI	RED FOR DISPAT	гсн			
31 - INDICATING / RECORDING SYSTEMS					4. REMARI	KS OR EXCEPTION	ONS			
13. Flat P *** Syste Avion EFI-8 (STC and S (Cont										
/										
	(1) RA/DA Set	С	2	0	May be inoperati not require its us	ive provided approse.	ach minimu	ıms do		
	(2) RA/DA	С	2	0	May be inoperati not require its us	ive provided approse.	ach minimu	ıms do		
	(3) RA/Test	С	2	0						
	rward ectronic Panel D) (-200)	В	1	0						
	(1) TERR	В	1	0		ive provided Terra (TAWS) are cons				
	(2) TFC	D	1	0	May be inoperati normally.	ive provided TCAS	S VSI operat	tes		
		С	1	0	May be inoperati inoperative.	ive provided TCAS	S is consider	red		
	(3) WX	С	1	0	May be inoperaticonsidered inope	ive provided Weat erative.	her Radar is	5		

AIDAD	AFT.	INISTRAT			MASTER MINIMUM EQ		
AIRCR	CAFT:				/ISION NO :	57	PAGE:
B-737 <b>SYSTE</b>	-M &	1.	1	DA			31-6
SEQUI	ENCE IT	EM	2.	NUM	BER INSTALLED		
NUMB	EK			3.	NUMBER REQUIRED FOR DISPAT	СН	
31 - IN	DICATING / RECOR	RDING			4. REMARKS OR EXCEPTION	NS	
SYSTE	EMS						
14. ***	TAKEOFF CONF Light	īG					
	1) -100/-200/-300 -400/-500 (upo incorporation Boeing Servic Bulletin 737-31A1325)	on of e			Deleted relief in Revision 57		
	2) -300/-500 (upo incorporation of ARC Avionics STC Number ST03945AT)				Deleted relief in Revision 57.		
	3) -600/-700/-800 -900 (upon incorporation of Boeing Service Bulletin 737-31A1332, production equivalent) STC ST03312	of e or	2	1	(O) May be inoperative provided the CABIN ALTITUDE warning light op flight crew performs a briefing on conversion warning indications and procedures start for the first flight of the day or change of either flight crew members.	erates norr abin altitude s before en following a	mally and e gine

	PARTMENT OF TRANSI L AVIATION ADMINIST	١	MASTER MINIMUM EQUIPMENT LIST						LIST					
AIRCRA	FT:			F	REV	ISION	NO :					57		PAGE:
B-737				[	DATE: 09/29/2014 32-						32-1			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NU	JMB	ER INS	TALL	LED						
				3.	3. NUMBER REQUIRED FOR DISPATCH									
32 - LAN	DING GEAR				4. REMARKS OR EXCEPTIONS									
1. ***	Gear Seal Warning System (-100/-200)	С	1	(	0			e inoper nce eac				ear seal	funct	ion is
2.	Antiskid System													
	1) (-100/-200/-300/ -400/-500)	С	1	(	0			e inoper in com				perations I.	s are	
	2) (-600/-700/-800/ C -900)			C	0		) As an	d	d Anti	skid c	hann	el(s) is c		
						b	) Op AF		s are	condu	ucted	in comp	liance	e with
3.	Parking Brake Valve (-300/-400/-500/ -600/-700/-800/ -900)	С	1	(	0	(a)	) An		ystem s are o	is de condu	activa ıcted	ited, and in comp		e with
4.	Parking Brake Light													
	1) Solenoid Parking Brake Valve Installed (-100/-200)	С	1	(	0			e inoper = when				ntiskid sy used.	ystem	n is
	Motor Operated     Parking Brake     Valve Installed	С	1	(	0			e inoper rified to				arking bi y.	rakes	shutoff
***	External Parking     Brake Light	С	1	(	0			e inoper shed an			ded al	ternate ¡	proce	dures
		D	1	(	0	May t requii			e prov	rided	proce	dures do	o not	
5. ***	Main Wheel Well Inflatable Seal System (-100/-200)	С	1	(	0			e inoper d and se			ded sy	stem is		

	PARTMENT OF TRANS L AVIATION ADMINIST			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	VISION NO: 57 PAGE:
B-737				DA	TE: 09/29/2014 32-2
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
32 - LAN	DING GEAR				4. REMARKS OR EXCEPTIONS
6. Landing Gear C Warning and Indicating System (-100/-200/-300/ -400/-500)		С	-	2	Either of two other indicating systems may be inoperative provided center panel indications operate normally.
1) Secondary Gear E Warning System (Pemco F/QC and COMBI)			1	0	(O) May be inoperative provided Main Gear and Nose Gear Viewer are accessible during all phases of flight.
7. Automatic Brake 6 *** System			1	0	(M) May be inoperative provided system is deactivated and secured.
8.	Rudder Pedal Nose Wheel Steering System				
·		С	1	0	<ul> <li>(M)(O) May be inoperative deactivated in disengage position provided:</li> <li>a) Operation of associated systems are not affected, and</li> <li>b) All takeoffs and landings are made by pilot with access to an operating tiller.</li> </ul>
9. ***	Direct Reading Tire Pressure Gauge	D	-	0	
10.	Alternate Antiskid Valves (-300/-400/ -500/ -600/-700/ -800/-900)	С	2	0	(M) May be inoperative provided manual braking capability of alternate brake system is verified on associated wheels.
11. ***	Brake Temperature Monitor System	С	1	0	(O) May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed.
		D	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) AFM Maximum Quick Turnaround Weight limitations are observed, and</li> <li>b) Procedures are not based on its use.</li> </ul>
12. ***	Nose Wheel Steering Switch (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Nose wheel steering is powered by Hydraulic System A, and</li> <li>b) Landing gear transfer valve is verified to operate normally.</li> </ul>

	PARTMENT OF TRANS L AVIATION ADMINIS			1	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	EVISION NO: 57 PAGE:
B-737				DA	ATE: 09/29/2014 32-3
SYSTEM	ICE ITEM	1.	2.	NUM	BER INSTALLED
NUMBEI	τ			3.	NUMBER REQUIRED FOR DISPATCH
32 - LANDING GEAR					4. REMARKS OR EXCEPTIONS
13.	Hydraulic Brake Pressure Indication System				
	1) (-100/-200)				
a) Wheel Well C Brake Accumulator Gauges			2	0	May be inoperative provided associated flight deck brake pressure indicator operates normally.
HYD BRAKE PRESS Indicator Systems		С	2	1	(M) One brake indication (A or B) may be inoperative provided associated brake accumulator charge is verified normal once each flight day.
	2) (-300/-400/-500/ -600/-700/-800/ -900)				
	a) Wheel Well Brake Accumulator Gauge	С	1	0	May be inoperative provided flight deck brake pressure indicator operates normally.
	b) Flight Deck HYD BRAKE PRESS Indicator System	С	1	0	(M) May be inoperative provided brake accumulator charge is verified normal once each flight day.
14.	Gear Retraction Braking System (-600/-700/-800/ -900)	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) After takeoff, landing gear remains extended for two minutes before retraction, and</li> <li>b) Takeoff performance is based on Landing Gear Extended.</li> </ul>
15. Landing Gear C Selector Valve Bypass Module (-600/-700/-800/ -900)		С	1	0	(M)(O) May be inoperative provided it is deactivated in normal position.

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AIRCRA	FT:			REV	/ISION NO: 57 PAGE:
B-737				DAT	E: 09/29/2014 32-4
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED
NONDE	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH
32 - LAN				4. REMARKS OR EXCEPTIONS	
16.	Landing Gear Actuation System (-600/-700/-800/ -900)	В	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative components are secured by an accepted procedure,</li> <li>b) Landing gear are secured in down position, and</li> <li>c) Airplane is dispatched in accordance with AFM Gear Extended Appendix.</li> </ul>
17.	Proximity Switch Electronics Unit (PSEU) System and Supplemental Proximity Sensor Electronics Unit (SPSEU) (-600/-700 /-800/ -900)				
	1) PSEU Fault	С	-	0	(M) May be dispatched with faults indicated by PSEU light provided PSEU is checked for faults before each departure.
		С	-	0	May be dispatched with faults indicated by PSEU light provided PSEU light can be extinguished.
	2) PSEU Light	С	1	0	(M) May be inoperative provided PSEU is checked for faults before each departure.
***	3) Supplemental Proximity Sensor Electronics Unit (SPSEU) Light (-900ER)	С	1	0	(M) May be inoperative provided SPSEU is checked for faults before each departure.
18.	Landing Gear Alternate Extension System (-600/-700/-800/ -900)	В	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Inoperative Components are secured by an accepted procedure,</li> <li>b) Landing gear are secured in down position, and</li> <li>c) Airplane is dispatched in accordance with AFM Gear Extended Appendix.</li> </ul>
19.	Main Landing Gear Uplock Springs	В	4	3	(M)(O) One spring on one main gear uplock mechanism may be missing provided landing gear lever remains in UP position for duration of flight until gear extension is required.

	PARTMENT OF TRANS L AVIATION ADMINIST			l	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	EVISION NO: 57 PAGE:
B-737				DA	ATE: 09/29/2014 32-5
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUN	MBER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
32 - LAN	DING GEAR				4. REMARKS OR EXCEPTIONS
20.	Landing Gear Frangible Fitting (-600/-700/-800/ -900)	С	2	0	(M) May be broken or missing provided fitting is replaced with a hydraulic cap assembly.
21.	Flap Landing Warning Switch, S138 (-600/-700/ -800/-900)	С	1	0	<ul> <li>(M) Switch contacts normally in use may be inoperative provided:</li> <li>a) S138 switch is rewired using an alternate set of contacts, and</li> <li>b) PSEU BITE is used to verify normal operation of S138 switch.</li> </ul>
22.	Two-position Tail Skid				
***	1) (-800 with Short Field Performance (SPF Option)				
	a) Retraction Mechanism	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Tail skid is secured in retracted position, and</li> <li>b) Appropriate performance adjustments are applied.</li> </ul>
		С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Tail skid is secured in extended position, and</li> <li>b) Appropriate performance adjustments are applied.</li> </ul>
	b) Cartridge Core Assembly	В	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Detailed AMM inspection reveals no internal and external structural damage,</li> <li>b) Tail skid is secured in retracted position, and</li> <li>c) Appropriate performance adjustments are applied.</li> <li>(Continued)</li> </ul>

II S DEE	PARTMENT OF T	DANGDODI								
	L AVIATION ADI			V	MASTER MINIMU	JM EQUIPME	ENT LIST			
AIRCRA	FT:			REV	REVISION NO: 57					
B-737				DAT	E: 09/29/2014		32-6			
SYSTEM SEQUEN NUMBER	ICE I	1. ITEM	2.	NUMB	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISP	ATCH				
32 - LAN	DING GEAR				4. REMARKS OR EXCEPT	TIONS				
22.	Two-position Ta Skid (Cont'd)	ail								
	2) (-900ER)									
	a) Retraction Mechanis		1	0	(M)(O) May be inoperative provious a) Tail skid is secured in rebb Appropriate performance applied.	etracted positi				
	С	1	0	(M)(O) May be inoperative provious a) Tail skid is secured in each b) Appropriate performance applied.	xtended posit					
	b) Cartridge Core Assembly		1	0	(M)(O) May be inoperative provided a) Detailed AMM inspection and external structural of the control of the con	n reveals no i damage, etracted positi	on, and			

	PARTMENT OF L AVIATION AD			N		MASTER MINIM	IUM EQUIPME	ENT LIST		
AIRCRA	FT:			RE	VISION NO		57	PAGE:		
B-737				DA	DATE: 09/29/2014					
SYSTEN SEQUEN NUMBER	NCE	1. ITEM	2.	NUM	NUMBER INSTALLED					
				3.	NUMBER F	PATCH				
33 - LIGI	HTS				4. RI	EMARKS OR EXCEP	TIONS			
1.	Cockpit/Flight Deck/Flight Compartment Instrument Lig System			-	a) R su in w b) R fr c) Li au	lights may be inoperate maining Lighting Systifficient to clearly illuring struments, controls a hich it is provided, emaining Lighting System of the complete of the fight crewmember of the complete of the flight configuration acceptable to the flight of	stem lights are minate all requind other device stem lights are strays are shied are seven and intensity is crew.  Witch lights and ations are exclusions are exclusions are exclusions are strays.	d/or uded s) may be		
2.	Cabin Interior Illumination (Includes Pem -300QC and -4 COMBI)									
	1) Passenge Combi Configurat Without Photolumi nescent Emergence Escape Pa Marking Systems	tions - ty	-	-	lighting re	lights may be inopera				
	2) Passenge Combi Configurat With Photo nescent Emergence Escape Pa Marking Systems	tions olumi- y	-	-	a) S a d b) R	lights may be inoperaufficient lighting rema ufficient lighting rema ttendants/cargo couri- uties, and emaining lighting is s hotoluminescent Ema larking System.	ains for cabin ers to perform sufficient to cha	their		

	ARTMENT OF TRANS L AVIATION ADMINIS			J	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	VISION NO: 57 PAGE:
B-737				DA	TE: 09/29/2014 33-2
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
33 - LIGH	ITS				4. REMARKS OR EXCEPTIONS
3.	Passenger Lighted Information Signs and Notice System				
	1) "NO SMOKING /FASTEN SEAT BELT/RETURN TO SEAT" Signs	С	-	-	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and</li> <li>b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.</li> </ul>
					NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.
		С	-	-	<ul> <li>(O) May be inoperative and associated passenger seat or lavatory may be occupied provided:</li> <li>a) PA system operates normally, and</li> <li>b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.</li> </ul>
	2) All Cargo, Supernumerary/ Courier Area Lighted Information Signs	С	•	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/ supernumeraries when associated sign(s) are placed on or off.
	Aural Tone     System	С	1	0	
	4) Flight Deck Automatic Function	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Manual control function operates normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>
4.	Lower Cargo Compartment Light Systems (Fwd/Aft)	С	-	0	
	1) Light Lens (-100/ -200/-300/-400/ -500/-900)	С	-	0	May be broken/missing provided associated light bulb is removed.
					(Continued)

	PARTMENT OF TRANS L AVIATION ADMINIST			١	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	EVISION NO: 57 PAGE:
B-737				DA	ATE: 09/29/2014 33-3
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUM	MBER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
33 - LIGI	HTS				4. REMARKS OR EXCEPTIONS
4.	Lower Cargo Compartment Light Systems (Fwd/Aft) (Cont'd)				
	2) Light Lens (-600/ -700/-800 prior to incorporation of Boeing Service Bulletins 737- 26-1121, and 737-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	-	0	May be broken/missing provided associated light bulb is removed.
	3) Light Lens (-600/ -700/-800 upon incorporation of Boeing Service Bulletins 737-26-1121, and 737-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	-	-	Any number from rear lower cargo compartment and one from forward lower cargo compartment may be broken/missing provided associated light bulb is removed.
5.	High Intensity or Strobe Lights System				
***	1) All Models (Except Models with STC's ST01821LA, ST01873LA, and ST02015LA)	С	1	0	
	2) Models with STC's ST01821LA, ST01873LA, and ST012015LA	С	1	0	May be inoperative for day operations.

	PARTMENT OF TRANS L AVIATION ADMINIST			I	MASTER MINIMUM EQUIPMENT LIS	ST .
AIRCRA	FT:			RE	VISION NO: 57 PA	GE:
B-737				DA	TE: 09/29/2014 33	3-4
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
33 - LIGH	HTS				4. REMARKS OR EXCEPTIONS	
6.	Anti-Collision Beacons (Without Blended Winglet, -800/-900/-900ER Blended Winglet, and -700 Blended Winglet With Dual Glass Lens) (Except STC's ST01821LA and ST01873LA)	С	2	0	May be inoperative for night operations provided wir tip and tail strobe lights are installed and operate normally.	ng
		С	2	0	May be inoperative for day operations.	
	1) Blended Winglet					
	a) (-700 with Single Plastic Lens)	С	2	0	May be inoperative for day operations.  NOTE: Both anti-collision beacons must be operative for night operations.	ve
	b) (-800 with Light Fence)				DELETED Revision 45 a. Incorporated into Item 33-	-6.
	c) (-300/-500 with STC ST01219SE and Winglet Strobe Lights)	С	2	0	May be inoperative for night operations provided winglet strobe lights operate normally.  NOTE: Tail strobe light may be inoperative.	
		С	2	0	May be inoperative for day operations.	
	d) (-700 with single Plastic Lens and STC ST02015LA and 3 <sup>rd</sup> anti-collision beacon)	С	3	0	May be inoperative for day operations.  NOTE: Three anti-collision beacons must be operation for night operations.	ve
	2) (STC's ST01821LA and ST01873LA)	С	2	0	May be inoperative for day operations.	

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AIRCRA					PEVI	SION NO: 57 PAGE:		
B-737	• • •				DATE			
SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NU	NUMBER INSTALLED				
	<u> </u>			3.	N	NUMBER REQUIRED FOR DISPATCH		
33 - LIGH	ITS				Ī	4. REMARKS OR EXCEPTIONS		
7.	Wing Illumination Lights	С	2	(	0	(O) May be inoperative provided ground de-icing procedures do not require their use.		
***	Overwing Ice     Lights (Grimes     Aerospace     STC ST500CH)	С	2	(	0			
8.	Landing Lights	С	4	2	2	One may be inoperative on each side provided one of two operating lights is in fixed position.		
		С	4	(	0	May be inoperative for day operations.		
	Retractable Light Extend/Retract Motors	С	2	(	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Light is in extended position,</li> <li>b) Light illuminates normally, and</li> <li>c) Appropriate performance adjustments are applied.</li> </ul>		
		С	2	(	0	<ul> <li>(O)May be inoperative provided:</li> <li>a) Associated light is considered inoperative, and</li> <li>b) Appropriate performance adjustments are applied when associated light is not in the fully retracted position.</li> </ul>		
***	Pulse Light     System	D	1	(	0			
9. ***	Taxi Light	С	1	(	0			
10.	Runway Turn Off Lights	С	2	(	0			
11.	Wing Tip Position Lights	С	4	(	0	May be inoperative for day operations.		
						DELETED revision 55. (One or both white wing tip position lights may be inoperative for night operations provided wing tip strobe lights are installed and operate normally).  (Continued)		

	PARTMENT OF TRANS L AVIATION ADMINIST			I	MASTER MINIMUM EQUIPMENT LIST
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B-737				D	DATE: 09/29/2014 33-6
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUN	IMBER INSTALLED
	-			3.	NUMBER REQUIRED FOR DISPATCH
33 - LIGH	HTS				4. REMARKS OR EXCEPTIONS
11.	Wing Tip Position Lights (Cont'd)				
	1) Light Bulbs/ Lamps (Without Blended Winglet, Blended Winglet with Dual Glass Lens, and -300/ -500 with Blended Winglet)	С	-	4	Any except following minimum may be inoperative for night operations:  a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
	2) Light Bulbs/ Lamps (-700/ -800 Blended Winglet with Single Plastic Lens)	С	-	5	Any except following minimum may be inoperative for night operations:  a) Both stationary red wing tip bulbs, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
		В	-	4	Any except following minimum may be inoperative for night operations:  a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
	a) Stationary Red Wing Tip Light Bulbs/ Lamps				DELETED Revision 49a
12. ***	Door Locked Light (Flight Deck to Cabin) (Not 14 CFR 25.795 Compliant)	С	1	0	May be inoperative provided locking function operates normally.
13.	Master Caution Lights				DELETED PRIOR TO Revision 27.
14.	Exterior Emergency Lighting System	В	1	0	May be inoperative for day operations
		В	1	0	May be inoperative for all-cargo night operations provided forward entry door escape slide lights operate normally.

PARTMENT OF TRANS L AVIATION ADMINIST			N		MASTE	ER MINIMUM I	EQUIPMEN	NT LIST
FT:			F	REVISION	NO:		57	PAGE:
			[	DATE:		09/29/2014		33-7
NCE ITEM	1.	2.	NU	JMBER IN	ISTALLED			
			3.					
HTS				4.	REMARKS O	R EXCEPTION	NS	
Interior Emergency Exit Lighting System								
Mixed or     All-Cargo     Configuration	С	1	(	O Ligh	a) No persons o	ccupy that are	a, and	
2) Emergency Aisle Lights (-600/-700/-800/ -900)	С	-	-	inor	perative provided	no two adjacer		
3) Advance Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/ -500)	С	-	-	stov adja	vage bins) may be acent (opposite si	e inoperative p	rovided no	
Flight Deck Exit     Light	С	1	C	O May	be inoperative fo	or day operatio	ns.	
System Annunciator Lights, Left and Right (Pilot's Light Shield)	С	-	-			inoperative for	r an operat	ing
	С	-	-			or an associate	ed inoperati	ve
Flight Deck Master Lights Test and Individual Light's Press-to-Test Features	С	-	-					
	INTEM R  ITEM R	INTENTIAN ANCE ITEM R  HTS  Interior Emergency Exit Lighting System  1) Mixed or C All-Cargo Configuration  2) Emergency Aisle C Lights (-600/-700/-800/-900)  3) Advance C Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/-500)  4) Flight Deck Exit C Light  System Annunciator C Lights, Left and Right (Pilot's Light Shield)  C  Flight Deck Master C Lights Test and Individual Light's Press-to-Test	Interior Emergency Exit Lighting System  1) Mixed or All-Cargo Configuration  2) Emergency Aisle C Lights (-600/-700/-800/-900)  3) Advance C Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/-500)  4) Flight Deck Exit C 1 Lights Light Assemblies) C-200/-300/-400/-500)  4) Flight Deck Exit C 1 Flight Pilot's Light C - Lights, Left and Right (Pilot's Light Shield)  C - Flight Deck Master C - Lights Test and Individual Light's Press-to-Test	ITEM R  ITEM R  ITEM R  ITEM R  INCE ITEM R	REVISION DATE:  1 & NCE ITEM R  1.	Interior Emergency Exit Lighting System  1) Mixed or All-Cargo Configuration  2) Emergency Aisle Lights (-600/-700/-800/-900)  3) Advance Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/-500)  4) Flight Deck Exit Light System Annunciator Lights, Left and Right (Pilot's Light Shield)  C - May be inoperative for system  1. DATE:  NUMBER INSTALLED  4. REMARKS O  Lights may be inoper a) No persons of b) Forward entry at all times.  Lights assemblies inst inoperative provided light assemblies are in inoperative.  Light assemblies inst stowage bins) may be adjacent (opposite sin inoperative.  System Annunciator C - (O) One light may be system  Flight Deck Master Lights Test and Individual Light's Press-to-Test	REVISION NO: DATE: 09/29/2014  A & NCE ITEM R  1.	REVISION NO: DATE: 09/29/2014   State

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AIRCRAFT:					VISION NO: 57 PAGE:
B-737				DAT	E: 09/29/2014 33-8
SYSTEN SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	SER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
33 - LIGI	HTS				4. REMARKS OR EXCEPTIONS
18.	Wheel Well Lights			İ	
	1) Dome Lights	С	3	0	
	Inspection Flood Lights				
	a) (-100/-200/ -300/-400/ -500)	С	3	1	Main gear lights may be inoperative for day operations only.
	333,	D	3	0	Lights may be inoperative provided a landing gear indicating system other than viewer system and independent of center panel is installed and operates normally.
	b) (-600/-700/ -800/-900)	D	2	0	
19.	Floor Proximity Emergency Escape Path Marking System (All Models and STC's)				
	Incandescent     Lighting System	С	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with:  a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
	2)Photoluminescent Lighting System	С	-	-	Components may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with:  a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.  (Continued)

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	PARTMENT OF TRANS L AVIATION ADMINIS			N	MASTER MINIMUM EQUIPMENT LIST
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B-737				DA	ATE: 09/29/2014 33-9
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUM	BER INSTALLED
	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH
33 - LIGH	HTS				4. REMARKS OR EXCEPTIONS
19.	Floor Proximity Emergency Escape Path Marking System (All Models and STC's) (Cont'd)				
	Seat Mounted     LED and     Incandescent     Lighting Systems	С	-	-	Individual lights may be inoperative provided minimum acceptable lighting levels specified in one of the following documents are complied with:  a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), and d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
20. ***	LOGO Light System	D	1	0	
21.	Main Deck Cargo Compartment Lighting (737C, 737-700C, and STC's ST01566LA, SA2969SO, SA2970SO, ST00287AT, ST00283AT, ST01827LA, and ST01961SE)				
	Cargo Door Floodlights	С	2	0	(M) May be inoperative for night operations provided alternate procedures are established and used.
		С	2	0	May be inoperative for day operations.
					NOTE: Not required for all passenger operations.
	2) Cargo Compartment Lights (STC's ST00283AT, and	С	-	0	(M) May be inoperative for night operations provided alternate procedures are established and used.
	ST01827LA)	С	-	0	May be inoperative for day operations.

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B-737			DAT	E: 09/29/2014 33-10
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
33 - LIGHTS				4. REMARKS OR EXCEPTIONS
22. Main Deck Cargo Door System Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc300/-400, and STC's ST01566LA, and ST01961SE)				
1) System Annunciator Lights, Pilot's Overhead Panel (737-300QC, and STC's ST01566LA, and ST01961SE	A	2	1	<ul> <li>(M)(O) One warning light may be illuminated provided:         <ul> <li>a) Alternate procedures are established and used to verify main cargo door is closed and locked, and</li> <li>b) Repairs are made within two flight days.</li> </ul> </li> </ul>
2) System Annunciator Lights, Operator Control Panel (737-300QC, PEMCO Aeroplex, Inc300/-400, and STC's ST01566LA, and ST01961SE)	Α	-	-	<ul> <li>(M)(O) One warning light may be inoperative provided: <ul> <li>a) It is not a VENT DOOR OPEN light,</li> <li>b) Vent door handle is locked,</li> <li>c) Outside view port is verified green,</li> <li>d) Individual lock is not loose,</li> <li>e) Main cargo door is verified closed, latched and locked, and</li> <li>f) Repairs are made within two flight days.</li> </ul> </li> </ul>
3) Hydraulic System Arm Pressure Indicator Lights (PRESS), Operator Control Panel (STC SA2969SO)				DELETED Revision 49.
4) Hydraulic System Green Indicator Lights, Operator Control Panel (STC SA2969SO)				DELETED Revision 49

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AIRCRA	FT:			RE	VISION NO: 57 PAGE:
B-737				DAT	TE: 09/29/2014 33-11
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
33 - LIGH	HTS				4. REMARKS OR EXCEPTIONS
23.	Master Dim System	В	1	0	Dim function may be inoperative provided:  a) TEST and BRT functions operate normally, b) Except during light test, switch is placed in BRT, and c) Light intensity is acceptable to flight crew.
24. ***	Sterile Flight Compartment Light System	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
25.	Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel)	С	1	0	
		D	-	0	May be inoperative for day operations.
26.	Main Cargo Compartment In- Flight Access Alert System (STC ST01961SE)	С	-	0	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.
	Main Cargo     Compartment     Lights	С	-	0	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.
	2) Main Cargo Compartment Alert Horns	С	2	0	May be inoperative provided in-flight access to the main deck cargo compartment is prohibited.

	DEPARTMENT OF ERAL AVIATION AD		_	N	MASTER MINIMUM EQUIPMENT LIST
AIRO	CRAFT:			REV	VISION NO: 57 PAGE:
B-73	7			DAT	E: 09/29/2014 34-1
SEQ	TEM & UENCE IBER	1. ITEM	2.	NUMB	BER INSTALLED
			-	3.	NUMBER REQUIRED FOR DISPATCH
34 -	NAVIGATION				4. REMARKS OR EXCEPTIONS
1.	Mach/Airspeed Indications				
	1) Mach Indication	ns C	2	1	One may be inoperative provided one Mach/Airspeed warning and Mach trim system operate normally.
	a) (-100/-200/ -300/-400/ -500)	С	2	0	May be inoperative provided:  a) Airplane remains at or below FL 230, and b) Airspeed remains at or below 320 KIAS.
	b) (-600/-700/ -800/-900)	С	2	0	May be inoperative provided:  a) Airplane remains at or below FL 280, and b) Airspeed remains at or below 320 KIAS.
***	2) Airspeed Indicators (-300 -400/-500)	C	2	1	One may be inoperative provided:  a) EFIS Speed Tape displays are installed and operate normally, and b) One Mach/Airspeed warning operates normally.
***	3) EFIS Speed Ta (-300/-400/-500		2	0	May be inoperative provided airspeed indicators are installed and operate normally at each pilot's station.
***	4) Airspeed Curso (-100/-200/-300 -400/-500)		2	1	<ul><li>(O) One may be inoperative provided:</li><li>a) Alternate procedures are established and used, and</li><li>b) Repairs are made within three flight days.</li></ul>
***	5) External Airspe Markers (Bugs) (-100/-200/-300 -400/-500)		-	0	(O) May be inoperative or missing provided alternate procedures are established and used.
***	6) Digital Airspeed Readout (-100/ -200/-300/-400/ -500)		-	0	

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AIRC	RAFT:			REV	ISION NO: 57 PAGE:
B-737	7			DATI	E: 09/29/2014 34-2
		1. ITEM	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - N	NAVIGATION				4. REMARKS OR EXCEPTIONS
2.	Mach/Airspeed Warning Systems				
	Maximum     Operating Spee     Indication	C	2	1	One may be inoperative provided clacker warning system operates normally and is independent from Mach Indicator.
	2) Clacker				
	a) (-100/-200)	С	-	1	
		В	-	0	Systems may be inoperative provided:  a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs.
		В	-	0	Systems may be inoperative provided:  a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If overspeed warning occurs below .78 Mach, system must be deactivated by pulling associated circuit breaker and observe speed limits.
	b) (-300/-400/ -500/-600/-70 -800/-900)	C 00/	2	1	
		В	2	0	Systems may be inoperative provided;  a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs.  (Continued)

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AIRC	RAFT:			REVI	SION NO: 57 PAGE:			
B-737	7			DATE	E: 09/29/2014 34-3			
		1. EM	2.	NUMBI	ER INSTALLED			
				3. I	NUMBER REQUIRED FOR DISPATCH			
34 - N	NAVIGATION				4. REMARKS OR EXCEPTIONS			
2.	Mach/Airspeed Warning Systems (Cont'd)							
	2) Clacker (Cont'd)							
	b) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)	В	2	0	Systems may be inoperative provided:  a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs below .76 Mach, system must be deactivated by pulling associated circuit breaker and observe speed limits.			
3.	Altimeter Vibrators							
	1) Servo-Pneumatic	С	2	1	One may be inoperative provided associated air data computer operates normally.			
	2) Pneumatic	С	2	1	One may be inoperative provided VMC exist at departure and arrival airports.			
	3) Pneumatic (With Electric/Electronic Altimeter)	С	1	0	May be inoperative provided VMC exist at departure and arrival airports.			
	4) One Pneumatic and one Servo-Pneumatic	С	2	1	Servo-Pneumatic may be inoperative provided associated air data computer operates normally.			
	Fileumanc	С	2	1	Pneumatic may be inoperative provided VMC exist at departure and arrival airports.			
	5) Standby Altimeter Vibrator (With Electric/Electronic Altimeter)	С	1	0	May be inoperative provided VMC exist at departure and arrival airports.			
4. ***	Static Air Temperature Indication	D	-	0				
5.	Total Air Temperature Indication	С	-	0	May be inoperative provided an alternate air temperature indication (e.g. PDCS, FMCS, RAT, SAT) operates normally.			

	DEPARTMENT OF FRAL AVIATION AD			N	MASTER MINIMUM EQUIPMENT LIST
AIRC	RAFT:			REVI	SION NO: 57 PAGE:
B-73	7			DATE	E: 09/29/2014 34-4
		1. ITEM	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - 1	NAVIGATION				4. REMARKS OR EXCEPTIONS
6.	Attitude Director Indicators (ADI)				Delete prior to revision 27.
7.	Standby Horizon Indicator				
	Standby Attitude     Indicator	e B	1	0	May be inoperative provided:  a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
***	2) ILS Indication	D	1	0	
8. ***	Angle of Attack Indications	С	-	0	
9.	Turn and Bank Indicators				
***	1) Rate of Turn Indicators (-100 -200/-300/-400/ -500)		2	1	
	000)	С	2	0	May be inoperative provided Standby Horizon Indicator operates normally.
10.	Directional Gyro Compass System				DELETED prior to Revision 27.
11.	Non-Stabilized Magnetic Compass	В	1	0	(O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
		В	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Any combination of two gyro or INS (IRU) stabilized compass systems are operative, and</li> <li>b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.</li> </ul>
		С	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems are installed, operative, and used in conjunction with free gyro navigation techniques.

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SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH	
34 - 1	NAVIGATION				4. REMARKS OR EXCEPTIONS	
12.	Flight Director Systems	С	2	0	May be inoperative provided approach minimums do not require its use.	ļ
13.	Distance Measuring Equipment Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
14.	Marker Beacon Receiver System	С	-	0	May be inoperative provided approach minimums do not require its use.	
15.	Weather Radar					
	1) Weather Radar with Windshear Detection and Avoidance System (Predictive) Installed.	В	-	0	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Weather radar is not required by 14 CFR, and</li> <li>b) Alternate procedures are established and used.</li> </ul> </li> <li>NOTE: Operator's alternate procedures should include reviewing windshear avoidance</li> </ul>	
					and windshear recovery procedures.	
		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Weather radar is not required by 14 CFR,</li> <li>b) Alternate procedures are established and used, and</li> <li>c) Windshear Warning and Guidance System (Reactive) operates normally.</li> </ul>	
		D	-	1	Maybe inoperative provided one remaining weather radar operates normally.	
	2) Weather Radar without Windshear Detection and Avoidance System (Predictive) Installed	С	-	0	May be inoperative provided weather radar is not required by 14 CFR:	
		D	-	1	May be inoperative provided one remaining weather radar operates normally.	
***	Windshear     Detection and     Avoidance System	В	-	0	(O)May be inoperative provided alternative procedures are established and used.	
	(Predictive)				Note: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	

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SYSTEM & 1. SEQUENCE ITEM NUMBER			<b>2</b> .	NUMBER INSTALLED					
					3.	NUMBER REQUIRED FOR DISPATCH			
34 -	NAVIGATION					4. REMARKS OR EXCEPTIONS			
15.	Weather Radar (Cont'd)								
***	3) Windshear Detection and Avoidance Syste (Predictive) (Cont'd)	em							
		С		-	0	(O)May be inoperative provided:  a) Alternate procedures are established and used.			
						b) Windshear Warning and Guidance System (Reactive) operates normally.			
***	4) Autotilt/Multisca Function (Including STCs ST01843AT, ST01470LA-D)		С	1	0	May be inoperative provided manual tilt function operates normally.			
***	5) Stabilization Function		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Manual tilt control operates normally, and</li> <li>b) Antenna is verified to scan in a horizontal plane with tilt at zero degrees.</li> </ul>			
16.	Radio Compass Systems (ADF)		D	-	-	Any in excess of those required by 14 CFR may be inoperative.			
17.	VHF Navigation Systems (VOR/ILS	5)							
	1) (-100/-200/-300 -400/-500)	/	D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.			
	a) Auto Tune Function		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Enroute or approach procedures do not require its use, and</li> <li>b) Manual tuning operates normally.</li> </ul>			
	2) (-300/-400/-500 GNLU-920 MM STC ST00998LA-D)		D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.			
	a) Equipment Cooling Fan		В	2	0	(Continued)			

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SEC	TEM & RUENCE ITI MBER	1. EM	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 -	NAVIGATION				4. REMARKS OR EXCEPTIONS
17.	VHF Navigation Systems (VOR/ILS) (Cont'd)				
	3) (-600/-700/-800/ -900)				
	a) VOR Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.
	b) ILS Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.
	c) Auto Tune Function				DELETED MMEL Rev 52.
18.	ATC Transponders and Automatic Altitude Reporting System	В	-	0	May be inoperative provided:  a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	А	-	0	May be inoperative provided:  a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
***	ADS-B Squitter     Transmissions	С	-	0	(O)May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B Out function that operates
					normally may be used.
		D	-	0	May be inoperative provided enroute operations do not require its use.

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SEQ	TEM & UENCE BER	1. ITEM	2.	NUMB	NUMBER INSTALLED					
				3.	B. NUMBER REQUIRED FOR DISPATCH					
34 - 1	NAVIGATION				4. REM	ARKS OR EXCEPTION	ONS			
19. ***	Instrument Comparator or Warning System (-200/-300/-400/-5 includes STC ST03355AT)	C 00,	-	0	May be inop not require i	perative provided approts use.	oach minim	nums do		
20.	Radio Altimeter Systems									
	Receiver/     Transmitters									
	a) (-100/-200)	Α	-	0	a) App do i b) Ass and c) Aut land	be inoperative deactive or operative or operative its use, sociated autopilot is not landing, othrottle is not used for ding, and pairs are made within the or operative is not within the operative is not operative.	perating prost t used for a or approach	ocedures approach and		
		С	-	0	a) App do i b) Ass and c) Aut land	be inoperative deactive proach minimums or operative its use, sociated autopilot is not landing othrottle is not used folding, and WS is not required by	perating prost t used for a or approach	approach		
	b) (-300/-400/ -500)	C	2	1	a) App do I b) Ass and c) Aut land d) Ass	be inoperative deactive or oach minimums or operative its use, sociated autopilot is not landing, othrottle is not used for ding, and sociated flight director is or oach and landing, an WS operates normally	perating pro t used for a or approach is not used d	ocedures approach and		

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SYSTEM & 1. SEQUENCE ITEM 2. NUMBER			NUMB	NUMBER INSTALLED				
		_	3.	NUMBER REQUIRED FOR DISPATCH				
34 - NAVIGATION				4. REMARKS OR EXCEPTIONS				
20. Radio Altimeter Systems (Cont								
1) Receiver/ Transmitters (Cont'd)	:							
b) (-300/-40 -500)(Coi		2	1	<ul> <li>(M)(O) May be inoperative deactivated provided:</li> <li>a) Approach minimums or operating procedures do not require its use,</li> <li>b) Associated autopilot is not used for approach and landing,</li> <li>c) Autothrottle is not used for approach and landing, and</li> <li>d) Associated flight director is not used for approach and landing, and</li> <li>e) Repairs are made within two flight days.</li> </ul>				
c) (-600/-70 -800/-900		2	1	<ul> <li>(M)(O) May be inoperative deactivated provided:</li> <li>a) Approach minimums or operating procedures do not require its use,</li> <li>b) Associated autopilot is not used for approach and landing, and</li> <li>c) Autothrottle is not used for approach and landing, and</li> <li>d) Associated flight director is not used for approach and landing.</li> </ul>				
2) Indications	С	-	2	May be inoperative provided:  a) Independent radio altimeters operate normally for both flight crew members, and b) Approach minimums do not require their use.				
	С	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated receiver/transmitter is verified to operate normally, and</li> <li>b) Approach minimums or operating procedures do not require its use.</li> </ul>				
21. Air Data Systen *** (Non Electric Airspeed Indica (-200)		-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Dispatch deviations for associated equipment are observed,</li> <li>b) All associated equipment is listed in this column of each operator's MEL, and</li> <li>c) Repairs are made within three flight days.</li> </ul>				

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SYS'	TEM &	1. ITEM	2.		ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - 1	NAVIGATION				4. REMARKS OR EXCEPTIONS
22.	Alternate Static System (-100/-200)	С	1	0	May be inoperative provided pneumatic airspeed and altimeters are installed and operating at both pilot stations.
23. ***	True Airspeed Indication	С	-	0	
24.	Airspeed Indicators (-300/-400/-500)				"DELETED REVISION 50. Moved to 34-1 sub-item 2."
25.	Altitude Alerting System	A	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Autopilot with altitude hold, and altitude capture operates normally,</li> <li>b) Enroute operation, i.e. RVSM, do not require its use,</li> <li>c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and</li> <li>d) Repairs are made within 3 flight days.</li> </ul> </li> </ul>
	1) Aural Alert	С	-	0	May be inoperative provided:  a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
	2) Visual Alert	С	-	0	May be inoperative provided:  a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
26.	Terrain Awareness and Warning Syste (TAWS) (Includes STC ST03355AT & ST03362AT)				
	Ground Proximit     Warning System     (GPWS)		1	0	(O) May be inoperative provided:     a) Alternate procedures are established and used, and     b) Repairs and made within two flight days.
	a) Modes 1 thru	4 A	4	0	(O) May be inoperative provided:  a) Alternate procedures are established and used, and b) Repairs are made within two flight days.  (Continued)

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SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH
34 - 1	NAVIGATION				4. REMARKS OR EXCEPTIONS
26.	Terrain Awareness and Warning Syste (TAWS) (Includes STC ST03355AT & ST03362AT) (Cont'd)	em			
	1) Ground Proxim Warning Syste (GPWS) (Cont'd)				
	b) Test Mode	А	1	0	May be inoperative provided:  a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	c) Glideslope Deviation(s) (Mode 5)	С	2	1	
		В	2	0	
	d) Advisory Callouts	В	-	0	(O) May be inoperative provided alternate procedures are established and used.
		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Advisory callout not required by 14 CFR, and</li> <li>b) Alternate procedures are established and used.</li> </ul>
***	e) Windshear Warning and Flight	В	1	0	(O) May be inoperative provided alternate procedures are established and used.
	Guidance Mode (Reactive)				NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		С	1	0	(O) May be inoperative provided:         a) Alternate procedures are established and used, and         b) Windshear Detection and Avoidance System (Predictive) operates normally.
					(Continued)

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		1. ITEM	2.	NUMB	ER INSTALI	_ED		
				3.	NUMBER R	EQUIRED FOR D	ISPATCH	
34 - NAVIGATION					4. RE	MARKS OR EXCI	EPTIONS	
26.	Terrain Awareness and Warning Syste (TAWS) (Includes STC ST03355AT & ST03362AT) (Cont'd)							
	2) Terrain System Forward Looking Terrain Avoidan (FLTA) and Premature Descent Alert (PDA) Functions	g ce	1	0		e inoperative provi shed and used.	ided alternate pro	ocedures
	3) Terrain Displays	s C	-	1				
		В	-	0				
***	a) Vision One (STC ST03355AT)	D	-	0				
***	4) Runway Awareness and Advisory Systen (RAAS)	C	1	0				
27. ***	Long Range Navigation Systems (INS, Loran, Omeg		-	0	As required	d by 14 CFR.		
28. ***	Performance Data Computer System (PDCS)	С	1	0				
29.	Speed Command (Fast-Slow) Indicators (-100/ -200/-300/-400/ -500)	С	2	0				
30. ***	ADI Test (-100/-200 -300/-400/-500)	D/ C	2	0				
31. ***	Speed Cursor Remote Drive	С	1	0				

	DEPARTMENT OF TRANS			N	MACTED MINIMUM EQUIDMENT LICT
	ERAL AVIATION ADMINIS	IKAI	ION		MASTER MINIMUM EQUIPMENT LIST
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B-73	/ ГЕМ &	1.		DAT	TE: 09/29/2014 34-13
SEQ	UENCE ITEM BER	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - 1	NAVIGATION				4. REMARKS OR EXCEPTIONS
32.	Instrument Transfer Switching System	С	1	0	(O) May be inoperative provided:  a) Associated instruments operate normally from isolated sources, and  b) Inoperative switches are not moved during flight.
33.	Vertical Gyro System (-100/-200)				
	1) Number 1 and 2	С	2	1	One may be inoperative provided:  a) Auxiliary vertical gyro operates normally, and b) Vertical gyro switch is selected to auxiliary position.
***	2) Auxiliary Gyro	С	1	0	
34.	Standby Altimeter Vibrator				MOVED to Item 34-3 prior to Revision 30.
35.	Inertial Reference Systems (IRS) (-300/-400/-500/ -600/-700/-800/-900)	В	2	1	<ul> <li>(O) Except for ER operations, one may be inoperative provided: <ul> <li>a) Remaining IRS operates normally and is used for both Attitude Indications and both HSIs,</li> <li>b) Flight is restricted to day VMC,</li> <li>c) Standby Magnetic Compass operates normally,</li> <li>d) Standby Horizon Indicator or ISFD attitude display operates normally,</li> <li>e) Both Vertical Speed Indications are switched to remaining IRS, if required, and</li> <li>f) Autopilots (any mode) are not used unless SB-737-22-1140 or equivalent is incorporated.</li> </ul> </li> </ul>
	<ol> <li>IRS Data Display (Aft Overhead Panel)</li> </ol>	С	1	0	May be inoperative provided one FMCS CDU operates normally.
	2) HSI Ground Speed Display (Non-EFIS -300/-400/-500)	С	2	0	May be inoperative provided IRS Data Display operates normally.
	3) IRS Ground Crew Call Horn	С	1	0	
				1	

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SEQ	TEM & UENCE I' IBER	1. TEM	2.	NUMB	SER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
34 - 1	NAVIGATION				4. REMARKS OR EXCEPTIONS			
36.	Flight Management Computer System (FMCS)							
***	1) (-200 CMA-900 FMS/GPS)	D	1	0	(M) May be inoperative provided FMS is deactivated			
	a) Annunciator Lights/ Switches (ST0 ST6895-AT)	C	9	0	(M) May be inoperative provided FMS is deactivated.			
	(1) NAV/FMS	D	2	0	May be inoperative provided FMS is considered inoperative.			
		А	2	1	May be inoperative on non-flying pilot's side provided:  a) Captain's HDG/NAV light and switch operate normally, and  b) Repairs are made within three flight days.			
	(2) WPT	С	2	0	May be inoperative provided procedures do not require its use.			
		Α	2	1	May be inoperative on non-flying pilot's side provided repairs are made within three flight days.			
	(3) GPS APPR CAP	С	1	0	May be inoperative provided procedures do not require its use.			
		С	1	0	May be inoperative provided:  a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of 3 DME stations in range at all times).			
	(4) GPS INT	С	2	0	May be inoperative provided procedures do not require its use.			
		А	2	1	May be inoperative on non-flying pilot's side provided repairs are made within three flight days.  (Continued)			
					(Continued)			

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			3.	NUMBER REQUIRED FOR DISPATCH
34 - NAVIGATION				4. REMARKS OR EXCEPTIONS
36. Flight Managemer Computer System (FMCS) (Cont'd)				
1) (-200 CMA-900 FMS/GPS) (Cont'd)	)			
<ul><li>a) Annunciator</li><li>Lights/ Switche</li><li>(STC ST6895- AT)(Cont'd)</li></ul>		Į.		
(5) OFFSET	С	2	0	May be inoperative provided procedures do not require its use.
b) FMU	С	-	1	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
c) MCDU	С	1	0	May be inoperative provided unit is not required to meet 14 CFR navigation requirements.
d) Navigation Databases	С	-	-	<ul> <li>(O) May be out of currency provided:</li> <li>a) Current aeronautical charts are used to verify navigation fixes prior to dispatch,</li> <li>b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and</li> <li>c) Approach navigation radios are manually tuned and identified.</li> </ul>
e) DME	С	1	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
	С	1	0	May be inoperative provided GPS is operational.
f) GPS	С	1	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
	С	1	0	May be inoperative provided:  a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of 3 DME stations in range at all times).  (Continued)

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				3.	NUMBER REQUIRED FOR DISPATCH
34 -	NAVIGATION				4. REMARKS OR EXCEPTIONS
36.	Flight Management Computer System (FMCS) (Cont'd)				
	1) (-200 CMA-900 FMS/GPS) (Cont'd)				
	g) HSI Switching Unit (STC ST01676AT)	С	2	0	May be inoperative provided FMS is considered inoperative.
		С	2	1	
	2) (-300/-400/-500/ -600/-700/-800/ -900)				
	a) FMC Alert Lights	С	2	1	One may be inoperative provided FMC is not used for autopilot guidance during approach.
		С	2	0	May be inoperative provided FMC is not used for autopilot guidance.
	b) Computer	С	-	1	May be inoperative provided it is not required to meet 14 CFR navigation requirements.
	(1)-300/-400/ -500	С	-	0	Except for ER operations, may be inoperative provided:  a) IRS display unit (on aft overhead panel) operates normally, and b) EFIS speed tapes are not used as primary airspeed indication.
	(2)-600/-700/ -800/-900	С	-	0	Except for ER operations, may be inoperative provided:  a) IRS display unit (on aft overhead panel) operates normally, and b) Speed Reference Selector operates normally.  (Continued)

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SYSTEM & 1. SEQUENCE ITEM NUMBER			2.	NUMB	NUMBER INSTALLED					
				3.	3. NUMBER REQUIRED FOR DISPATCH					
34 - NAVIGATION					4.	REMARKS OR EXCEPTION	ONS			
36.	Flight Management Computer System (FMCS) (Cont'd)									
	2) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)									
***	c) CDU/MCDU	С	-	1	May be require	inoperative provided enro its use.	ute procedu	res do not		
		С	-	0	provide a)	for ER operations, may be d: IRS display unit (on aft or operates normally, and Unit is not required to me requirements.	verhead par	nel)		
***	d) Alternate Navigation Control Displ Unit (ANCDU									
	(1) CRT ANCDU (-300/-400/ -500)	С	-	0	a)	inoperative provided: IRS data display (on aft of operates normally, and Unit is not required to me requirements.	-			
					NOTE:	Two independent navigate required for operations be navigation aids. Requires ANCDU and CDU/Computers.	eyond range dual ANCD	of radio		
	(2) LCD ANCDU	С	-	0		inoperative provided it is a navigation requirements.		to meet		
	(-700IGW)				NOTE:	Two independent navigat required for operations be navigation aids. Requires CDU/Computers, or one Multimode Receiver with Nav CDU (ANCDU) and Multimode Indicator (ESAI), one Inertial Reference Sy CDU/Computer.	eyond range dual GPS capabl onside LCD Electronic Si in conjunction	of radio e Alternate tandby on with		

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SYSTEM & 1. SEQUENCE ITEM 2. NUMBER		2.	NUME	BER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH
34 -	NAVIGATION				4. REMARKS OR EXCEPTIONS
36.	Flight Management Computer System (FMCS) (Cont'd)				
	2) (-300/-400/-500/ -600/-700/-800/ -900) (Cont'd)				
	e) Navigation Databases	С	-	-	<ul> <li>(O) May be out of currency provided:</li> <li>a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch,</li> <li>b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and</li> <li>c) Approach navigation radios are manually tuned and identified.</li> </ul>
	f) HSI Miles to Waypoint display (Non- EFIS-300/ -400/-500)	С	2	0	May be inoperative provided procedures do not require its use.
***	3) Universal Avionics UNS-1F (STC ST03356AT and ST03362AT)	С	2	0	May be inoperative provided it is not required to meet 14 CFR navigation requirements.
	a) Navigation     Computer Unit     (NCU)	С	2	0	May be inoperative provided it is not required to meet 14 CFR navigation requirements.
	b) Control Display Unit (CDU) (-300)	С	2	0	Except for ER operations, may be inoperative provided:  a) IRS display unit (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigation requirements.
	c) Global Navigation Satellite System (GNSS)	С	2	0	May be inoperative provided all navigation is based on ILS/VOR/DME.  (Continued)

	DEPARTMENT OF ERAL AVIATION AD			N		MASTER M	MINIMUM EQUIPI	MENT LIST		
AIRC	RAFT:			REVI	ISION N	Ю :	57	PAGE:		
B-73	7			DATE	DATE: 09/29/2014			34-19		
	TEM & UENCE BER	1. ITEM	2.	NUMB	NUMBER INSTALLED					
				3.	B. NUMBER REQUIRED FOR DISPATCH					
34 - 1	NAVIGATION				4.	REMARKS OR E	XCEPTIONS			
36.	Flight Managemen Computer System (FMCS) (Cont'd)	it								
***	3) Universal Avion UNS-1F (STC ST03356, and ST03362A (Cont'd)	AT								
	d) Navigation Display (ND) Caution Annunciator Data Block (FMS Alerts) (-300)		2	1	a b	e inoperative provide Data Block operation ND, and FMC is not used approach.	ates normally on f	ance during		
	( 333)				11012	EFI-890 Display,		vioriioo		
	e) ND Flight Pla Status Block (-300)		2	1		e inoperative on no :: Requires installat EFI-890 Display, \$	ion of Universal A			
	f) Navigation Databases	С	-	-	a	used to define ro	tical charts are us prior to dispatch, established and us cility of navigation oute of flight, and ation radios are management.	sed to verify facilities		
37. ***	Windshear Warnin and Flight Guidand System		1	0		ay be inoperative parablished and used		orocedures		
	(Reactive)				NOTE	: Operator's alternative reviewing windsh recovery procedure.	ear avoidance and			
		С	-	0		ay be inoperative po Alternate proced used, and Windshear Detec (Predictive) oper	lures are establish			

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SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMB	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH			
34 - 1	NAVIGATION				4. REMARKS OR EXCEPTIONS			
38. ***	Pitch Limit Indication (PLI)	С	2	0				
39.	EFIS Speed Tape				DELETED REVISION 50. MOVED TO 34-1 SUB-ITEM.			
40.	Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT)	В	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) System is deactivated and secured, and</li> <li>b) Enroute or approach procedures do not require its use.</li> </ul>			
		С	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Not required by 14 CFR,</li> <li>b) System is deactivated and secured, and</li> <li>c) Enroute or approach procedures do not require its use.</li> </ul>			
***	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	С	2	1	May be inoperative on non-flying pilot side provided:  a) TA and RA visual display is operative on flying pilot side, and  b) TA and RA audio function is operative on flying pilot side.			
	Resolution     Advisory (RA)     Display System(s)	С	2	1	May be inoperative on non-flying pilot side.			
		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Traffic Alert (TA) visual display and audio functions are operative,</li> <li>b) TA only mode is selected by crew, and</li> <li>c) Enroute or approach procedures do not require its use.</li> </ul>			
	3) Traffic Alert (TA) Display System(s)	С	-	0	(O) May be inoperative provided:         a) RA visual display and audio functions are operative, and         b) Enroute or approach procedures do not require its use.			
	4) Audio Functions	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.			
***	5) Airspace Selection Function	С	-	0				

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		1. EM	2.	NUMB	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
34 - N	NAVIGATION				4. REMARKS OR EXCEPTIONS				
41. ***	Engine Pressure Ratio Limit (EPRL) System (-100/-200)	С	1	0					
42.	Radio Magnetic Indicators (RMI)								
	1) (-100/-200)	С	-	1	May be inoperative provided affected RMI is not a source of heading data for Horizontal Situation Indicator (HSI).				
	2) (-300/-400/-500)	С	-	1					
	3) (-600/-700/-800/ -900)								
	a) EFIS/Map	С	3	1	Two may be inoperative provided Captain's RMI or Standby RMI operates normally.				
***	b) PFD/ND	С	1	0	Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power.				
43. ***	Radio Height Alert	D	2	0					
44. ***	Head-Up Display System (HUD)	D	-	0	May be inoperative provided procedures do not require its use.				
					NOTE: Any mode which operates normally may be used.				
45. ***	Global Positioning System (GPS)	С	-	0	May be inoperative provided alternate procedures are established and used.				
		D	-	0	May be inoperative provided procedures do not require its use.				
46. ***	Microwave Landing System (MLS)	D	-	0	May be inoperative provided approach procedures do not require its use.				
47. ***	ILS Beam Deviation Lights	С	2	0	May be inoperative provided approach minimums do not require their use.				

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AIRCRAFT:					VISION NO: 57	PAGE:				
B-73				DAT	DATE: 09/29/2014 34-22					
SEQ	TEM & UENCE I IBER	1. TEM	2.	NUME	BER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
34 -	NAVIGATION				4. REMARKS OR EXCEPTIONS					
48.	EFIS Control Panel									
***	1) Map Switches (-300/-400/-500	)								
	a) VOR/ADF	С	2	1						
	b) NAV AID	С	2	1						
	c) ARPT	С	2	1						
	d) RTE DATA	С	2	1						
	e) WPT	С	2	1						
***	2) Decision Height Reference (DH REF) Indication (-300/-400/-500)	С	2	0	May be inoperative provided:  a) Approach procedures do not require and b) Decision height is displayed on both					
***	3) Decision Height/Mins Selector(-300/ -400/-500/-600/ -700/-800/-900)	С	2	0	May be inoperative provided approach proce not require its use.	dures do				
	4) Map Switches (-600/-700/-800/ -900)									
	a) POS	С	2	1						
	b) STA	С	2	1						
	c) ARPT	С	2	1						
	d) DATA	С	2	1						
	e) WPT	С	2	1						
49.	Right IRS DC Powe Supply System (-300/-400/-500/ -600/-700/-800/-900		1	0	(O) May be inoperative provided:  a) Remaining IRS Mode Selector Unit I not illuminated, and  b) Autopilot dual channel mode is not uduring approach.					
50.	ILS System (-600/ -700/-800/-900)				DELETED in Revision 37, relief incorporated Item 34-17.	into				

11.6	DEPARTMENT OF TRA	NCDOD.	TATIO	.N.I	
	ERAL AVIATION ADMIN			'IN	MASTER MINIMUM EQUIPMENT LIST
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B-73	7			DAT	E: 09/29/2014 34-23
SEQ	TEM & UENCE ITE IBER	1. M	2.	NUMB	SER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 -	NAVIGATION				4. REMARKS OR EXCEPTIONS
51. ***	Metric Altimeter	D	   -	0	May be inoperative provided operations do not require its use.
52. ***	Performance Management System (PMS) with Windshear Detection/Alerting System (STC SA2018NM)	С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) TAT Indicator operates normally,</li> <li>b) PMS remains uncoupled from autopilot,</li> <li>c) Autothrottle system is considered inoperative, and</li> <li>d) Windshear Detection and Guidance is considered inoperative.</li> </ul>
53. ***	Automatic Dependent Surveillance- Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.  NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in operator's MEL will be same as that of 14 CFR required equipment.
	Cockpit Display     and Traffic     Information     (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
	2) CDTI Control Panel	D	-	0	May be inoperative provided:  a) Flight ID can be set, and b) Screen display is acceptable to flight crew.
	Data Link     Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.
	4) Data Link Receivers	D	-	0	
	5) ADS-B Applications	D	-	0	

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AIRCRAFT:			REV	ISION NO: 57 PAGE:
B-737			DAT	E: 09/29/2014 34-24
SYSTEM & SEQUENCE ITI NUMBER	1. EM	2.	NUMB	ER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
34 - NAVIGATION				4. REMARKS OR EXCEPTIONS
<ul><li>54. Integrated Standby</li><li>*** Systems</li></ul>				
1) Integrated Standby Flight Display (ISFD)				
a) Attitude Display	В	1	0	May be inoperative provided:  a) Operations are conducted in Day VMC only, and
				<ul> <li>b) Operations are not conducted into known or forecast over-the-top conditions.</li> </ul>
b) ILS Indication	D	1	0	
c) Heading Display	С	1	0	
d) Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.
e) Dedicated Battery	С	1	0	
2) Integrated Standby Instrument System (ISIS) (Boeing SB 737-31-1435)				
a) Attitude Display	В	1	0	May be inoperative provided:  a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
b) ILS Indication	D	1	0	
c) Heading Display	С	1	0	
d) Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.
e) Dedicated Battery	С	1	0	

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMENT LIST
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B-737					E: 09/29/2014 34-25
	TEM & UENCE BER	1. ITEM	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - 1	NAVIGATION				4. REMARKS OR EXCEPTIONS
55. ***	Vertical Situation Display (VSD) System (-600/-700 -800/-900)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
56. ***	Global Navigation Satellite Landing System (GLS) (-600/-700/-800/ -900)	D	2	-	May be inoperative provided approach minimums do not require its use.
57. ***	Enhanced Vision System (EVS) STC ST00039MC	D	-	0	(M) May be inoperative provided EVS is deactivated.  NOTE: For the EVS to be considered operative, the EVS Yoke Switch must be operative.
	1) EVS Window Heat	D	-	0	(O) Avoid icing conditions when EVS Window Heat is inoperative.
	2) Secondary (non-HUD) EVS Display System	D S	-	0	(M) May be inoperative provided procedures do not require its use.

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B-737				DAT	E: 11/19/2012 35-1
SYSTEM & 1. SEQUENCE ITEM NUMBER		1.	2.	NUMB	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
35 - OXY	GEN				4. REMARKS OR EXCEPTIONS
1.	Crew Oxygen System				DELETED prior to Revision 27.
2.	Passenger Service Units (PSUs)	В	-	-	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated seats are blocked and placarded to prevent occupancy, and</li> <li>b) Units operate normally for all usable lavatory and flight attendant locations.</li> </ul>
	Automatic     Presentation	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Alternate deployment system is verified to operate normally, and</li> <li>b) Airplane remains at or below FL 300.</li> </ul>
	2) Door Latches	В	-	-	<ul> <li>(M) Automatic opening feature of door latch(es) may be inoperative unlatched, and taped closed provided: <ul> <li>a) PSU oxygen system operates normally,</li> <li>b) Flight remains at or below FL 250, and</li> <li>c) Passenger(s) occupying seat(s) with inoperative door latch(es) are briefed on oxygen mask procedure.</li> </ul> </li> </ul>
3.	Oxygen Pressure Indicators				
	Flight Deck Crew     Oxygen Indicator	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.
***	External Service     Panel Crew     Oxygen Indicator	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.
	3) Flight Deck Passenger Oxygen Indicator (-100/-200)	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.
	4) Flight Deck Crew/Passenger Oxygen Indicator (-600/-700/-800, -900)	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.
					(Continued)

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B-737				DATI	E: 11/19/2012 35-2				
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
35 - OXY	GEN				4. REMARKS OR EXCEPTIONS				
3.	Oxygen Pressure Indicators (Cont'd)								
	5) Overpressure Discharge Indication Disk	С	1	0	(O) May be damaged or missing.				
4.	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	<ul> <li>(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: <ul> <li>a) Required distribution of serviceable bottles is maintained throughout aircraft, and</li> <li>b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility.</li> </ul> </li> </ul>				
5.	Passenger Oxygen System	В	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Flight is not conducted where minimum enroute altitude is above 14,000 feet MSL,</li> <li>b) Both air conditioning packs operate normally,</li> <li>c) Remaining components of pressurization system operate normally,</li> <li>d) Airplane remains at or below FL 250,</li> <li>e) Portable oxygen units are provided for 10% of passengers, and</li> <li>f) Passengers are appropriately briefed.</li> </ul> </li> </ul>				
		С	1	0	May be inoperative for all-cargo configuration.				
		В	1	0	May be inoperative provided flight is conducted at or below 10,000 feet MSL.				
6.	PBE Smoke Hoods	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.				
7. ***	External Service Panel, Oxygen Fill Station	С	1	0	(M) May be inoperative provided leak-tight integrity of oxygen supply system is not affected.				

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SYSTEN SEQUEN NUMBE	NCE ITEM	1.	2.	NUM	BER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
36 - PNE	EUMATICS				4. REMARKS OR EXCEPTIONS					
1.	Manifold Isolation Shutoff Valve	Ì								
	1) (-100/-200)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Valve remains closed except for engine start, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ul>					
	2) (-300/-400/-500)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Modified Main Engine controls or production equivalent have been installed,</li> <li>b) Valve remains closed except for engine start, and</li> <li>c) Airplane is not operated in known or forecast icing conditions.</li> </ul>					
	3) (-600/-700/-800/ -900)	С	1	0	<ul> <li>(M) Except for ER operations beyond 120 minutes, may be inoperative provided:</li> <li>a) Valve remains closed except for engine start, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ul>					
2.	Ground Pneumatic Connector Check Valve	С	1	0	<ul> <li>(M)(O) Except for ER operations beyond 120 minutes, may be inoperative open provided:</li> <li>a) Right pneumatic manifold remains depressurized after starting right engine,</li> <li>b) Airplane is not operated in known or forecast icing conditions, and</li> <li>c) Altitude remains at or below FL 250.</li> </ul>					
		С	1	0	May be inoperative closed.					
3.	Precooler Control Valves									
	1) (-100/-200)	С	2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Associated engine bleed shutoff valve remains closed after engine start, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ul> </li> <li>(Continued)</li> </ul>					

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SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
36 - PNE	UMATICS				4. REMARKS OR EXCEPTIONS				
3.	Precooler Control Valves (Cont'd)								
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	0	<ul> <li>(O) Except for ER operations beyond 120 minutes, may be inoperative in any position provided:</li> <li>a) Associated engine bleed shutoff valve remains closed, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ul>				
		С	2	0	<ul> <li>(M)(O) Except for ER operations beyond 120 minutes, may be inoperative full open provided:</li> <li>a) Airplane is not operated in known or forecast icing conditions, and</li> <li>b) Appropriate performance adjustments are applied.</li> </ul>				
4.	Pneumatic Pressure Indication Systems	С	2	0	(O) May be inoperative provided alternate procedures are established and used.				
5.	Engine Bleed Air Shutoff Valves (PRSOV)								
	1) (-100/-200)	С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Valve is secured closed after engine start, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ul>				
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	0	<ul> <li>(M)(O) Except for ER operations beyond 120 minutes, may be inoperative provided:</li> <li>a) Valve is secured closed before engine start, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ul>				
6.	Dual Bleed Light System	С	1	0	<ul><li>(O) May be inoperative provided:</li><li>a) APU bleed air is not used in flight, and</li><li>b) APU bleed valve is closed before each departure.</li></ul>				
7.	13 <sup>th</sup> Stage Bleed Air Modulating and Shutoff Valves (-100/-200)	С	2	0	(M) May be inoperative provided airplane is not operated in known or forecast icing conditions.				

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SYSTEM SEQUEN NUMBER	ICE ITE	1. M	2.	NUI	MBER INSTALLED	)		
				3.		UIRED FOR DISPAT		
36 - PNE	UMATICS				4. REMA	RKS OR EXCEPTION	NS	
8.	Engine Bleed Trip Off Lights	С	2	0	may be inoper a) Assoc for en b) Airpla	ER operations beyon rative provided: ciated engine bleed is gine start, and ne is not operated in conditions.	not used e	xcept
9.	High Stage Valves (-300/-400/-500/ -600/-700/-800/ -900)	C	2	1	(M) One may minimum of 60	be inoperative locked 0% N1 is maintained flight in icing condition	on associat	

	TMENT OF TRANSF VIATION ADMINIST			1				MASTE	R MINIM	UM EQUIF	PMEN	T LIST
AIRCRAFT:					REV	ISION	NO :			52		PAGE:
B-737					DATE: 04/29/2008 38-1						38-1	
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NU	UMBI	ER INS	STALLE	D				
				3.	I	NUMB	ER REG	QUIRED F	OR DIS	PATCH		
38 - WATER	/WASTE					4.	REM <i>A</i>	ARKS OF	REXCEP	TIONS		
	otable Water rstems	С	-		-	provid a b	ded: a) Asso isolat b) Asso not to  E: Any p	ociated co ted, and ociated sy o have lea	emponen estem cor aks.	y be inoper ts are dead mponents a which oper	ctivate	
		С	-		-	а	a) Syste b) Proce	noperative em is drai edures ar em is not	ined, and re establi	d shed to en	sure t	hat
Sy WI Ac	vatory Waste vstems (Including heelchair ccessible vatories)	С	-		-	provid a b	ded: a) Asso isolat b) Asso not to  E: Any p	ociated co ted, and ociated sy o have lea	emponen estem cor aks.	y be inoper ts are dead mponents a which oper	ctivate	
		C			-	provid a b	Associated ded:  a) Associated isolated durated unus  b) Associated and p  ENTI	ciated conted to prein-Commition is acceptable, and ciated law placarded ER".	mponent event leal and will deptable deptable ratory do definope	n(s) may be s are deac ks, determine i with a forw or(s) is sec RATIVE –	tivated if flight vard la cured of DO N	d or t vatory closed OT

	MENT OF TRANSF ATION ADMINISTF	_		1		MASTER MININ	MUM EQUIPMEI	NT LIST
AIRCRAFT:					REV	SION NO:	57	PAGE:
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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NU	UMBI	R INSTALLED		
				3.	I	UMBER REQUIRED FOR DIS		
46 – INFORMA	ATION SYSTEMS					4. REMARKS OR EXCE	PTIONS	
	tronic Flight (EFB) System							
´ (I	Class 3 EFBs Including Boeing)	С	-		1			
		С	-		-	(O) May be inoperative provid are established and used.	ed alternate pro	cedures
						NOTE: Any function, program operates normally may be use		nich
		D	-		0	May be inoperative provided prequire its use.	procedures do no	ot
	STC 3T03165AT Only)	D	2		0	(M) May be inoperative provio require its use.	led procedures o	do not
		С	2		0	(M)(O) May be inoperative proprocedures are established as		
a)	Mounting Cradle	С	2		1	(M)(O) May be inoperative proprocedures are established as		
b)	Liquid Crystal Display	С	2		1	One may be inoperative provi required information is available		urce for
c)	Control Panel Module/ Peripheral Connectivity Unit	С	2		1	One may be inoperative provi required information is available		urce for
(4	1)ON/OFF Switch	С	2		1	One may be inoperative in ON  a) EFB Battery charging normally, and b) Normal power to unit operates normally.  (Continued)	system operate	

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SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUM	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
46 – INFORMATION SYSTEMS				4. REMARKS OR EXCEPTIONS
1. Electronic Flight *** Bag (EFB) System (Cont'd)				
2) (STC ST03165AT Only) (Cont'd)				
d) Computer Processing Unit (CPU)	С	2	1	One may be inoperative provided alternate source for required information is available and used.
(1) Back-Up Battery	С	2	1	One may be inoperative provided normal power is available and operates normally.
e) Standby Button	С	2	0	May be inoperative in operational mode.
	С	2	0	May be inoperative in Standby mode provided display is considered inoperative.
3) Stowage/ Charger Assembly (STC ST01118CH Only)				
a) Class 1 EFB w/ All Battery Types	D	1	0	May be inoperative provided procedures do not require its use.
b) Class 1 EFB w/ Lithium Ion Battery	С	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.
				NOTE: If a Class 1 EFB is to be used, alternate procedures must insure the battery is charged to a "sufficiently charged" state at appropriate time intervals.
4) Data Connectivity (Class 2)	С	-	-	<ul><li>(O) May be inoperative provided alternate procedures are established and used.</li><li>(Continued)</li></ul>

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SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	BER INSTALLED					
			3.	NUMBER REQUIRED FOR DISPATCH					
46 - INFORMATION SYSTEMS				4. REMARKS OR EXCEPTIONS					
1. Electronic Flight *** Bag (EFB) System (Cont'd)									
4) Data Connectivity (Class 2) (Cont'd)	D	-	0	May be inoperative provided procedures do not require its use.					
5) Power Connection (Class 1 & 2)	С	-	-	(O) May be inoperative provided alternate procedures are established and used.					
	D	-	-	May be inoperative provided procedures do not require its use.					
6) Mounting Device (Class 2)	С	-	-	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft,</li> <li>b) Alternate procedures are established and used.</li> </ul>					
	D	-	-	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft,</li> <li>b) Procedures do not require its use.</li> </ul>					
7) (STC ST02949CH Only)	С	2	1						
	С	2	0	(O) May be inoperative provided alternate procedures are established and used.					
	D	2	0	May be inoperative provided procedures do not require its use.					
				NOTE: Any function, program or document which operates normally may be used.					
a) Interface Unit	С	1	0	(O) May be inoperative provided an alternate source for required information is available and used.					

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			3.	NUMBER I	REQUIRED FO	OR DISPAT	СН	
46 - INFORMATION SYSTEM	S			4. RI	EMARKS OR	EXCEPTIO	NS	
2. Onboard Network *** System (ONS) (-700/-800/-900)	С	1	0	(O) May b	pe inoperative stablished and	provided all	ternate prod	           
					E: Any function be used.		tes normall	y may       
	D	1	0	May be in its use.	operative prov	vided proce	dures do no	ot require

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			3.	NUMBER REQUIRED FOR DISPA	ТСН			
47 - INERT GAS SYSTEM				4. REMARKS OR EXCEPTION	ONS			
1. Nitrogen Generation *** System (NGS) (All Models)								
1) All Models (upon incorporation of Boeing Service Bulletin 737-47-1002, 737-47-1004, 737-47-1005, 737-47-1006 737-47-1007, 737-47-1008, or production equivalent)	A	1	0	(M) May be inoperative provided:  (a) NGS shutoff valve is dead  (b) Repairs are made within to				
a) Nitrogen Generation Degraded	C	1	0					

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B-737				DATE	E: 02/13/2012 49-1					
SYSTEM SEQUEN NUMBER	CE ITEM	-	2.	NUMB	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
49 - AIRBORNE AUXILIARY POWER					4. REMARKS OR EXCEPTIONS					
1.	Auxiliary Power Unit (APU)	С	1	0	Except for ER operations, may be inoperative provided:  a) Procedures do not require its use, and b) Perform a visual inspection of the tail cone area and the adjacent control surfaces to confirm that there is no evidence of heat damage or de-lamination.					
2.	APU Annunciator LOW OIL PRESSURE and OVER SPEED Lights	С	2	0	May be inoperative provided APU Auto Shutdown System operates normally.					
3.	APU Auto Shutdown System (-100/-200/ -300/-400/-500)	С	1	0	<ul> <li>(M) Except for ER operations, may be inoperative provided:</li> <li>a) APU is not used in flight,</li> <li>b) APU annunciator lights operate normally, and</li> <li>c) APU is monitored continuously.</li> </ul>					
4.	APU Annunciator LOW OIL QUANTITY/MAINT Light	С	1	0	(M) May be inoperative and APU used provided oil quantity is checked once each flight day.					
5.	APU EGT Indicator									
	1) Model GTCP85-129	С	1	0	<ul> <li>(O) Except for ER operations, may be inoperative provided: <ul> <li>a) All warning and caution lights operate normally,</li> <li>b) APU is used to supply electrical power, and for starting one engine only, and</li> <li>c) Passengers are not permitted on board until APU has been shut down.</li> </ul> </li> </ul>					
	<ol> <li>Model GTCP36-280, APS-2000 and AS 131-9B</li> </ol>	С	1	0						
6.	APU Inlet Door	С	1	0	(O) May be inoperative open.					
		С	1	0	(O) Except for ER operations, may be inoperative in any other position if APU is not used.					

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	•			3.	NUMBER REQUIRED FOR DISPATCH				
49 - AIRE POWER	BORNE AUXILIARY				4. REMARKS OR EXCEPTIONS				
7.	APU Bleed Air System	С	1	0	(M) May be inoperative closed.  NOTE: APU may be used to provide electrical power.				
		С	1	0	(O) Except for ER operations, may be inoperative provided:  a) APU bleed air check valve operates normally, and  b) APU is not operated.				
8. ***	APU DC Fuel Boost Pump	D	1	0					
9.	APU Surge Control System								
***	1) Surge Bleed Valve (Models GTCP85- 129 and APS-2000) (-100/-200/-300/ -400/-500)	С	1	0	May be inoperative in open position provided APU bleed air is not used for engine start on ground.  NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE provided APU is not operating during approach.				
		С	1	0	May be inoperative in closed position provided APU operation is limited to FL 250 or below.  NOTE: Relief also applies to airplanes modified by				
					STC SA5730NM or ST00131SE.				
	2) Surge Control Valve (Model AS 131-9B) (-600/-700/-800/	С	1	0	May be inoperative in open position provided APU bleed air is not used.				
	-900)				NOTE: APU may be used to provide electrical power.				
		С	1	0	(O) Except for ER operations, may be inoperative in closed position provided APU is not used.				
10. ***	APU Cockpit Hourmeter (-100/-200/ -300/-400/-500)	D	1	0					
<b>11.</b> ***	APU Start Counter Meter (-100/-200/-300/ -400/-500)	D	1	0					

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49 - AIRE POWER	SORNE AUXILIARY				4. REMARKS OR EXCEPTIONS
12.	APU Annunciator HIGH OIL TEMP/ FAULT Light	С	1	0	
13. ***	APU Fuel Heate (-100/ -200/-300/-400/-500)	С	1	0	(M) May be inoperative provided APU operates normally.
14. APU Flap Indicator  Interlock System (-100/-200 Modified by STC SA5730NM or		С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Remaining APU surge bleed valve is operating, and</li> <li>b) APU bleed air is used during approach.</li> </ul>
	ST00131SE)	С	1	0	(O) May be inoperative provided APU is not operating during approach.
15.	Start Power Unit (-600/-700/-800/-900)	С	1	0	(M) Except for ER operations, may be inoperative provided procedures do not require use of APU.
	AC/DC Start     Systems	С	2	1	
16.	Start Converter Unit (-600/-700/-800/-900)	С	1	0	(M) Except for ER operations, may be inoperative provided procedures do not require use of APU.
	Voltage Regulator     Function	С	1	0	Except for ER operations, may be inoperative provided APU generator is not used for electrical power.
					NOTE: APU may be used as a pneumatic source.

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				3.	NUMBER REQUIRED FOR DISPATCH
52 - DO	ORS				4. REMARKS OR EXCEPTIONS
1. ***	Forward Air Stair	D	1	0	NOTE: Any mode that operates normally may be used.
2.	Aft Air Stair (-100/ -200)	С	1	1	Electrical mode may be inoperative provided door operates normally as an emergency exit in passenger configuration.
		D	1	0	May be inoperative in all-cargo configuration only.
3.	Door Warning Light System				
	Entry/Service/     Cargo/     Equipment/	С	-	0	(M) May be inoperative provided associated door is verified closed and locked before each departure.
	Airstair				NOTE: On –600/-700/-800/-900, if two or more entry/service door warning lights are inoperative due to failed door sensors, overwing exit flight lock system and mid exit flight lock system (-900ER) will not function properly. Refer to MMEL item 52-15
	2) Overwing (-600/ -700/-800/-900)	С	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated door is verified closed and latched before each departure, and</li> <li>b) Associated flight lock is verified to operate normally.</li> </ul>
	3) Cabin Door Indication System (-800EF STC ST02000NY Only)	С	1	0	(O) May be inoperative provided associated doors are verified in accordance with following prior to taxi, takeoff, and landing;  - Entry Area/Main Lounge is Open  - Private Bedroom is Closed  - Guest Lavatory is Closed  - Aft Lounge/Galley is Open
***	4) Mid-Exit (-900ER)	С	1	0	(M) May be inoperative provided associated door is verified closed and latched before each departure.

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52 - DO	ORS				4. REMARKS OR EXCEPTIONS
4.	Tire Burst Screen Warning Light System (-100/-200/ -300)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Main wheel well screens are inspected for security and damage before each departure, and</li> <li>b) For combined Equipment/Tire Burst Screen Warning Light, visually verify that electronics compartment and lower nose compartment are secured and locked, and main wheel well screen is secured and undamaged before each departure.</li> </ul>
5.	Left Main Cabin Door Pressure Stop Fittings				
	Aft Airstair Door and Forward Entry Door	В	-	-	<ul> <li>(M)(O) One per door may be broken or missing provided:</li> <li>a) There are no visible defects on other fittings for associated door,</li> <li>b) Pressure differential does not exceed 6.0 psi, and</li> <li>c) Analog cabin pressure control system standby control mode operates normally and STBY is used.</li> </ul>
		В	-		<ul> <li>(M)(O) One per door may be broken or missing provided: <ul> <li>a) There are no visible defects on other fittings for associated door,</li> <li>b) Pressure differential does not exceed 6.0 psi,</li> <li>c) Digital cabin pressure control system AUTO or ALTN control mode operates normally, and</li> <li>d) Alternate procedures are established and used.</li> </ul> </li> <li>(Continued)</li> </ul>

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HOMBER				3.	NUMBER REQUIRED FOR DISPATCH			
52 - DOOI	RS				4. REMARKS OR EXCEPTIONS			
	Left Main Cabin Door Pressure Stop Fittings (Cont'd)	-						
	2) Aft Door Without Airstairs	В	-	-	<ul> <li>(M)(O) One per door may be broken or missing provided: <ul> <li>a) There are no visible defects on other fittings for associated door,</li> <li>b) Pressure differential does not exceed 3.4 psi, and</li> <li>c) Analog cabin pressure control system standby control mode operates normally and STBY is used.</li> </ul> </li> </ul>			
		В	-	-	<ul> <li>(M)(O) One per door may be broken or missing provided: <ul> <li>a) There are no visible defects on other fittings for associated door,</li> <li>b) Pressure differential does not exceed 3.4 psi,</li> <li>c) Digital cabin pressure control system AUTO or ALTN control mode operates normally, and</li> <li>d) Alternate procedures are established and used.</li> </ul> </li> </ul>			
	Lower Cargo Doors Pressure Stop Fittings							
	1) (All Models)	A	24	22	<ul> <li>(M) Any one may be broken or missing on each door or frame provided: <ul> <li>a) No defects are visible on other fittings for associated door,</li> <li>b) Cabin pressure controller AUTO mode operates normally,</li> <li>c) Adjacent stop fittings are inspected within 25 flights, and</li> <li>d) Not more than 50 flights are made before completion of repairs or replacements.</li> </ul> </li> </ul>			
	2) (-100/-200/-300/ -400/-500/-900)	С	24	20	(M)(O) Two may be broken or missing on each door or frame provided airplane is operated in an unpressurized configuration only.  (Continued)			

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52 - DOC	ORS				4. REMARKS OR EXCEPTIONS				
6.	Lower Cargo Doors Pressure Stop Fittings (Cont'd)								
	3) (-600/-700/-800 prior to incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135, or 737-21-1163 or their production equivalents)	С	24	20	(M)(O) Two may be broken or missing on each door or frame provided airplane is operated in an unpressurized configuration only.				
	4) (-600/-700/-800 all passenger configuration upon incorporation of Boeing Service Bulletins 737-26-1121 and 737-26-1122, and either 737-21-1135 or 737-21-1163 or their production equivalents)	С	24	20	<ul> <li>(M)(O) Two may be broken or missing on each door or frame provided: <ul> <li>a) Flight is conducted in an unpressurized configuration, and</li> <li>b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.</li> </ul>				
7.	Entry/Service Door Hold-Open Latch Assemblies	С	-	0	May be inoperative for all-cargo operations.				
	Latch Release     Lever	С	-	0					
8. ***	Flight Deck Door Lock System (Not 14 CFR 25.795 Compliant)	С	1	0	(M) May be inoperative provided:     a) Door lock solenoid is deactivated in locked position, and     b) Door is verified to lock and unlock manually.				
		С	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.				
		D	1	0	May be inoperative provided all-cargo operations are being conducted.				

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52 - DOORS				4. REMARKS OR EXCEPTIONS	
9. Lower Cargo Doors Door Balance Mechanism	С	2	0	(M) May be inoperative provided a safety hold open device is used when door is in open position.	
10. Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)					
1) Latch Pin, Latch Base and Lower Jamb Latch Fitting	A	8	7	<ul> <li>(M)(O) One may be broken or missing from main cargo door provided: <ul> <li>a) A visual check is made before departure to ensure no defects are visible on other latch bases, pins or lower jamb latch fittings,</li> <li>b) Latch pin and latch base of damaged latch does not interfere with continuous safe operation of remaining latches and pins,</li> <li>c) Flight is conducted in unpressurized configuration,</li> <li>d) Procedures are established and used to ensure main and lower lobe cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> <li>e) Repairs are made within two flight days.</li> </ul> </li> <li>NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and</li> </ul>	
2) Hydraulic Cylinder Latching Mechanism	В	2	1	(M) One may be inoperative provided remaining latch cylinder is operative through gear box.	
	С	2	0	(M) May be inoperative provided door may be latched and unlatched manually.	
3) Hydraulic System Control Valve	В	1	0	(M) May be inoperative provided door may be locked and unlocked manually.	
4) Lifting Actuator Assembly	В	2	0	<ul><li>(M) May be inoperative provided door is verified latched and locked.</li><li>(Continued)</li></ul>	

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52 - DO	ORS				4. REMARKS OR EXCEPTIONS
10.	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)(Cont'd)				
	5) Double Piloted Check Valve	В	1	0	(M) May be inoperative provided door may be locked and unlocked manually.
	6) Lock, Lock Mount and Locking Fittings	Α	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) No defects are visible on remaining lock or lock mount of associated door, and</li> <li>b) Repairs are made within two flight days.</li> </ul>
	7) Sequence Valves	В	2	0	(M) May be inoperative provided door is verified latched and locked.
	8) Priority Valve	В	1	0	(M) May be inoperative provided door is verified latched and locked.
	Hydraulic Lock     Actuators	С	2	0	(M) May be inoperative provided door can be unlocked and unlatched manually.
11.	Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC SA2969SO)	С	1	0	(M) May be inoperative provided door is closed, latched, and locked before each departure.
12.	Main Cargo Door Hydraulic Hand Pump (PEMCO F, QC and COMBI models only)	C	1	0	(M) May be inoperative.

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52 - DOO	ORS				4. REMARKS OR EXCEPTIONS		
13.	Main Cargo Door Lift/Operating Systems						
	1) Electric and/or Manual Mode (-200C and STC SA2969SO)	С	-	1	One may be inoperative provided remaining mode operates normally.		
	010 0/120000)	С	-	0	(M) May be inoperative provided door is verified closed and locked before each departure.		
	2) Electric Mode (-700C)	С	1	0	(M) May be inoperative provided manual mode is verified to operate normally.		
	3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01827LA, and ST01961SE)	С	2	1	One may be inoperative provided remaining mode operates normally.		
	a) (STC's ST01566LA and ST01961SE)	С	2	0	(M) May be inoperative provided door is verified closed, latched and locked before each departure.		
14. ***	Lower Cargo Doors Hold Open Machanism/Davisa	С	2	0	(M) May be inoperative provided Door Balance Mechanism operates normally.		
	Medianism/Device	С	2	0	May be inoperative provided cargo compartment remains empty.		
15.	Flight Lock System						
	1) Overwing Exit (-600/-700/-800/ -900)	С	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and</li> <li>b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.</li> <li>(Continued)</li> </ul>		
***	(-700C)  3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01827LA, and ST01961SE)  a) (STC's ST01566LA and ST01961SE)  Lower Cargo Doors Hold Open Mechanism/Device  Flight Lock System  1) Overwing Exit (-600/-700/-800/	CCCC	2 2	0 0	verified to operate normally.  One may be inoperative provided remaining mode operates normally.  (M) May be inoperative provided door is verified closed, latched and locked before each departure.  (M) May be inoperative provided Door Balance Mechanism operates normally.  May be inoperative provided cargo compartment remains empty.  (M)(O) May be inoperative provided:  a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and  b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi.		

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52 - DOC	DRS				4. REMARKS OR EXCEPTIONS
17. ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	С	1	0	(M)(O) May be inoperative provided:  a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock door, c) Alternate procedures are established and used for locking and unlocking door using dead bolt.
	Flight Deck     Access Panel     System (Keypad,     Door Chime)	С	1	0	(M)(O) May be inoperative provided:  a) Keypad is deactivated, and b) Alternate procedures are established and used
	a) LEDs	С	3	0	(O) May be inoperative provided alternate procedures are established and used.
***	b) Door Bell Mode	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
	c) Switch Guard	С	1	0	May be inoperative or missing provided flight deck door LOCK FAIL light operates normally.
	<ol><li>Flight Deck Door LOCK FAIL Light</li></ol>	С	1	0	(M) May be inoperative provided automatic lock controls are verified to operate normally.
	3) Flight Deck Door AUTO UNLK Light	С	1	0	(M) May be inoperative provided:     a) Automatic lock controls are verified to operate normally, and     b) Door chime operates normally.
	Fight Deck Door     Lock Control     Selector	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Keypad is deactivated,</li> <li>b) Automatic lock is verified to operate normally, and</li> <li>c) Alternate procedures are established and used.</li> </ul>
	5) Flight Deck Door Pressure Relief Panels				Item moved to 52-20, Revision 46.
18.	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (14 CFR 25.795 Compliant)	С	1	0	May be inoperative provided automatic lock controls operate normally.

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52 - DO	ORS				4. REMARKS OR EXCEPTIONS
19. ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Automatic locking system is deactivated,</li> <li>b) Mechanical Catch (Latch) Pin operates normally and is used to lock door, and</li> <li>c) Alternate procedures are established and used for locking and unlocking flight deck door using Mechanical Catch (Latch) Pin.</li> </ul>
	Door Automatic     Locking Solenoid     Door Warring	С	2	1	(M) One may be inoperative provided remaining locking solenoid operates normally.
	Door Warning     System				
***	a) Speakers	С	2	1	(M)(O) One may be inoperative provided remaining speaker is verified to operate normally once each flight day.
***	b) LED (Green Indicator Light)	С	2	0	
***	c) Aural Warning System	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) AUTO UNLK Light is verified to operate normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>
	Door Control     Panel				
***	a) Door LOCK FAIL Light	С	1	0	(M) May be inoperative OFF provided automatic lock controls are verified to operate normally.
***	b) Door AUTO UNLK Light	С	1	0	<ul> <li>(M)(O) May be inoperative OFF provided:</li> <li>a) Automatic lock controls are verified to operate normally,</li> <li>b) Aural Warning system operates normally, and</li> <li>c) Alternate procedures are established and used.</li> </ul>
***	c) Door HARD LOCK Light	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Automatic lock controls are verified to operate normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>

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B-737					E: 09/29/2014		52-11
SYSTI SEQU NUMB	ENCE ITEM	1.	2.	NUMI	BER INSTALLED		1
IVOIVID	JEIX			3.	NUMBER REQUIRED FOR DISPAT	СН	
52 - D	OORS				4. REMARKS OR EXCEPTION	NS	
19. ***	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)						
***	Panel (Cont'd) d) Door UNLKD	С	1	0	(M)(O) May be inoperative provided	<b>:</b>	
	Switch/UNLK Switch Position				<ul> <li>a) Door can be opened manual deck,</li> <li>b) Remaining automatic lock of to operate normally, and</li> <li>c) Alternate procedures are estimated.</li> </ul>	controls ar	e verified
***	e) Door UNLKD Light	С	1	0	(M)(O) May be inoperative provided a) Automatic lock controls are normally, and b) Aural warning system opera	verified to	•
	f) Door EMRG ENTRY ACTIVE Light	С	1	0	(M) May be inoperative provided do system is verified to operate normal		arning
	g) Door OPEN Light	С	1	0	(M)(O) May be inoperative provided controls are verified to operate norm		c Lock
	3) FLIGHT DECK DOOR Warning/ Caution Light	С	1	0			
***	5) Cabin Pushbutton Entry Pad/Keypad	С	1	0	(O) May be inoperative provided alt are established and used.	ernate pro	ocedures
	a) Keypad Indicator Lights	С	3	0	(M)(O) May be inoperative provided a) Keypad is verified to operat b) Alternate procedures are es used.	e normally	

	'ARTMENT OF TRANS L AVIATION ADMINIST			l	MASTER MINIMUM EQUIP	MENT LIST
AIRCRA	FT:			REV	ISION NO: 57	PAGE:
B-737				DAT	E: 09/29/2014	52-12
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED	
HOMBE	`			3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOC	DRS				4. REMARKS OR EXCEPTIONS	
20.	Flight Deck Door Pressure Relief Panels					
***	1) JAMCO Flight Deck Security Door Pressure Relief Latches (14 CFR 25.795 Compliant)	Α	3	0	May be inoperative in latched position pro repairs are made within two flight days.	vided
***	2) Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR 25.795 Compliant)	Α	2	0	May be inoperative provided:  a) Panels are in latched position, and b) Repairs are made within two flight	
21.	JAMCO Flight Deck Security Door Mechanical Catch Pin Lock (14 CFR 25.795 Compliant)	С	1	0	(M) May be inoperative provided automati system is verified to operate normally.	c lock
22. ***	Flight Deck Door Hold Open Device (e.g. Door Stop, Foot Plunger, etc.)	D	1	0		
23.	Flight Deck Door Viewing Port	Α	1	0	(O) May be inoperative provided:     a) Alternate procedures are establish used.     b) Repairs are made within three flig	
		С	1	0	(O) May be inoperative provided:     a) An electronic flight deck door visual s system is installed and operates norn b) Alternate procedures are established	nally, and
	All Cargo     Configuration	С	1	0	May be inoperative provided courier/super compartment remains empty.	numerary
		D	1	0	May be inoperative provided procedures d require its use.	o not

AIRCRAFT: B-737  SYSTEM & SEQUENCE NUMBER  1.	FEDERAL AVIATION	ON ADMINIST	TRATIC	NC		MASTER MINIM	UM EQUIPME	NT LIST	
SYSTEM & SEQUENCE ITEM NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  1 All Cargo Configuration (STC  1 NUMBER INSTALLED  (M) Inoperative Vent Door must be mechanically closed before dispatch.	AIRCRAFT:				REV	ISION NO :	57	PAGE:	
SEQUENCE NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  1) All Cargo Configuration (STC  (M) Inoperative Vent Door must be mechanically closed before dispatch.	B-737				DAT	DATE: 09/29/2014 52-13			
3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  1) All Cargo C 2 1 (M) Inoperative Vent Door must be mechanically closed before dispatch.	SEQUENCE	ITEM	1.	2.	NUME	BER INSTALLED			
24. Main Cabin Cargo Door Vent Door  1) All Cargo Configuration (STC  Minoperative Vent Door must be mechanically closed before dispatch.					3.	NUMBER REQUIRED FOR DIS	<b>PATCH</b>		
Door Vent Door  1) All Cargo C 2 1 (M) Inoperative Vent Door must be mechanically closed before dispatch.  (STC	52 - DOORS					4. REMARKS OR EXCEP	TIONS		
Configuration closed before dispatch.		bin Cargo Vent Door							
	1) All C Con (ST	Cargo figuration C	C	2	1	(M) Inoperative Vent Door mus closed before dispatch.	et be mechanic	ally	

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	ARTMENT OF TRANSF L AVIATION ADMINISTF	_	_		MASTER MINIMUM EQUIPMENT LIST
AIRCRAI	FT:			REV	ISION NO: 54a PAGE:
B-737				DAT	E: 05/12/2010 73-1
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.	NUME	BER INSTALLED
NOWBER	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH
73 - ENG	INE FUEL & CONTROL				4. REMARKS OR EXCEPTIONS
1.	Fuel Heater Timers (-100/-200)	С	2	1	(O) One may be inoperative provided associated fuel heater VALVE OPEN light operates normally.
2.	Fuel Heater Valves (-100/-200)	С	2	0	(M)(O) May be inoperative closed provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).
3.	Fuel Heater VALVE OPEN Lights	С	2	0	(M) May be inoperative provided valve is verified to operate normally before each departure.
	(-100/-200)	С	2	0	(O) May be inoperative provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).
4.	Fuel Filter Differential Pressure Warning Systems				
	1) (-100/-200)	С	2	1	(O) May be inoperative provided fuel heater system is checked to operate normally.
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1	(M) May be inoperative provided malfunction is verified to be in warning system.
5.	Fuel Flow Indication Systems	С	2	1	One may be inoperative provided:  a) N1, N2 for associated engine operate normally, and  b) Both main tank fuel quantity indicators operate normally.
6. ***	Fuel Used Indicators	С	2	0	
7.	Power Management Control (PMC) Systems (-300/-400/-500)	С	2	0	(O) May be inoperative provided:  a) Both PMC's remain OFF, and b) AFM Appendix performance adjustments are applied.
8.	Power Management Control (PMC) INOP Lights (-300/-400/-500)	С	2	0	(O) May be inoperative provided:     a) Both PMC's remain OFF, and     b) AFM Appendix performance adjustments are applied.
9.	Low Idle Altitude Switch (-400)				DELETED in Revision 30.

	'ARTMENT OF TRANSP L AVIATION ADMINISTR				MASTER MINIMUM	EQUIPMEN	IT LIST
AIRCRA	FT:			REV	ISION NO :	54a	PAGE:
B-737				DAT	DATE: 05/12/2010 73-2		
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED	l	
- ITOMBEI	`			3.	NUMBER REQUIRED FOR DISPAT	ГСН	
73 - ENG	INE FUEL & CONTROL				4. REMARKS OR EXCEPTIO	NS	
10.	Fuel Control ENG VALVE CLOSED Indicating System (-600/-700/-800/ -900)	С	2	0	(M) May be inoperative provided as verified to operate normally.	ssociated va	alve is
11.	Electronic Engine Control (EEC) (-600/-700/-800/ -900)						
	1) Normal (ON) Mode	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Both engines are operated mode,</li> <li>b) Strut/Wing leading edge of bundles are installed per Bulletin or production equitor.</li> <li>c) Applicable AFM performant applied.</li> </ul>	ver-braided oeing Servi valent, and	wire ce
12.	Electronic Engine Control (EEC) Alternate Power Supply System (-600/-700/-800/ -900)	A	4	3	(M) May be inoperative deactivated are made in accordance with the tir Boeing Maintenance Planning Data D626A001, Section 1, Items 73-02073-020-02.	nes establis document,	hed in

	TMENT OF TRANSI /IATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				REV	ISION NO: 52 PAGE:
B-737				DAT	E: 04/29/2008 74-1
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUME	BER INSTALLED
NOWBER				3.	NUMBER REQUIRED FOR DISPATCH
74 - ENGINE	IGNITION				4. REMARKS OR EXCEPTIONS
1. Ign	ition Systems				
1)	(-100/-200)				
	a) High Energy System (Twin 20 Joule)	С	4	2	Except for ER operations, left igniter may be inoperative on each engine.
	b) Low Energy System (4 Joule)	С	2	0	(O) May be inoperative provided switching is available to permit selection of operative high energy system for continuous ignition.
•	(-300/-400/-500/ -600/-700/-800/ -900)				
	a) Left Ignition Systems	В	2	1	One may be inoperative provided:  a) Ignition Select Switch remains in BOTH position, and b) Right ignition systems operate normally.
		С	2	0	<ul> <li>(O) Except for ER operations, may be inoperative provided:</li> <li>a) Ignition Select Switch remains in BOTH position, and</li> <li>b) Associated engine right ignition system operates normally.</li> </ul>
	b) Right Ignition Systems	В	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Ignition Select Switch remains in BOTH position,</li> <li>b) Left ignition systems operate normally, and</li> <li>c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration.</li> </ul>
		С	2	0	<ul> <li>(M)(O) Except for ER operations, may be inoperative provided: <ul> <li>a) Ignition Select Switch remains in BOTH position,</li> <li>b) Associated engine left ignition systems operate normally, and</li> <li>c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration.</li> </ul> </li> </ul>

	PARTMENT OF TRANS L AVIATION ADMINIST				MASTER MINIMUM EC	QUIPMENT	LIST		
AIRCRA	FT:			REV	ISION NO:	52	PAGE:		
B-737				DAT	DATE: 04/29/2008 75-				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	NUMBER INSTALLED				
HOMBEI	`			3.	NUMBER REQUIRED FOR DISPATC	Н			
75 – BLEED AIR				4. REMARKS OR EXCEPTIONS	3				
1. ***	Gravel Protection System (-100/-200)	D	1	0	(M) Valves may be inoperative closed operations do not require its use.	l provided			
2. ***	High Pressure Turbine Clearance Control (HPTCC) Timer(s) (-300/-400/-500)	C	2	0	operations do not require its use.  (M) May be inoperative provided system deactivated.	em(s) are			

	PARTMENT OF TRANS L AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCRA				REV	ISION NO: 52 PAGE:
B-737				DAT	
SYSTEM	ICE ITEM	1.	2.	NUME	BER INSTALLED
NUMBER	Υ			3.	NUMBER REQUIRED FOR DISPATCH
77 - ENG	SINE INDICATING				4. REMARKS OR EXCEPTIONS
1.	Engine Pressure Ratio Systems (-100/-200)				
	1) Digital Counters	С	2	0	
	2) EPR Reference Selectors	С	2	1	
2.	N1 Tachometers				
	1) (-100/-200)	В	2	1	(O) One may be inoperative provided N2 and fuel flow indicator for associated engine operate normally.
***	a) Digital Counters	В	2	0	NOTE: An indicator with an operating pointer is considered to operate normally.
	2) (-300/-400/-500/ -600/-700/-800/ -900)				
	a) Digital Counters	В	2	0	(O) Except for EIS/CDS equipped airplanes, may be inoperative provided autothrottle is used for takeoff thrust setting.
					NOTE: An indicator with an operating pointer is considered to operate normally.
	b) Reference N1 Bugs	С	2	1	
	c) Manual Set Indication	С	2	0	
***	3) N1 Warning Lights (-100/ -200/-300/-400/ -500)	В	2	0	May be inoperative provided associated N1 pointer operates normally.
3.	N2 Tachometers				
	1) (-100/-200)	В	2	1	(O) One may be inoperative provided:  a) N1 and fuel flow indicators for associated engine operate normally, and  b) An alternate starting procedure is established and used.
ı					(Continue)

	PARTMENT OF TRANS L AVIATION ADMINIS		_		MASTER MINIMUM EQUIPMEN	IT LIST
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B-737				DAT	E: 04/29/2008	77-2
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUME	BER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
77 - ENG	INE INDICATING				4. REMARKS OR EXCEPTIONS	
3.	N2 Tachometers (Cont'd)					
	2) (-300/-400/-500)	В	2	1	<ul> <li>(O) One may be inoperative provided:</li> <li>a) N1 and fuel flow indicators for associa engine operate normally,</li> <li>b) An alternate starting procedure is esta and used, and</li> <li>c) Engine #1 N2 tach generator operates normally.</li> </ul>	blished
***	3) Digital Counters	С	2	0	May be inoperative except for EIS/CDS equipper airplanes.	
					NOTE: An indicator with an operating pointer is considered to operate normally.	S
***	4) N2 Warning Lights (-100/-200/-300/ -400/-500)	В	2	0	May be inoperative provided associated N2 po operates normally.	inter
4.	Fuel Flow Meters				MOVED to Item 73-5 prior to Revision 30.	
5.	Vibration Indicating Systems					
***	1) (-100/-200)	С	2	0		
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1		
6.	EGT Indications					
***	1) Digital Counters	С	2	0	May be inoperative except for EIS/CDS equipp airplanes.	ped
***	2) EGT Warning Lights (-100/-200/-300/ -400/-500)	С	2	0	May be inoperative provided associated EGT properates normally.	pointer
7.	EPR Computer				MOVED to Item 34-41 in Revision 30.	
8.	Fuel Used Indicators				MOVED to Item 73-6 prior to Revision 30.	

IIS DEP	ARTMENT OF TRANSI	PORT	ΔΤΙΩΝ						
	_ AVIATION ADMINIST				MASTER MINIMUM EQU	IPMEN	T LIST		
AIRCRAF	T:			REV	ISION NO: 55	2	PAGE:		
B-737				DAT	DATE: 04/29/2008 77-				
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.	NUME	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
77 - ENG	INE INDICATING				4. REMARKS OR EXCEPTIONS				
9.	Abnormal Start Indication Systems (-300/-400/-500/ -600/-700/-800/ -900)	С	2	0					
10.	LOW IDLE Light (-300/-400/-500)	В	1	0	(M) May be inoperative provided: a) Engine idle control system is ve operate normally, and b) Both engines installed are "mod (Boeing SB 737-77-1031or prod equivalent).	ified" e			

	PARTMENT OF TRANS L AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
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SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUM	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
78 - ENG	SINE EXHAUST				4. REMARKS OR EXCEPTIONS
1.	Thrust Reverser Systems				
	1) (-100/-200)	С	2	1	(M)(O) One may be inoperative provided thrust reverser is deactivated and secured closed.
		С	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Thrust reverser guide carriage is verified to be in over-center (forward thrust) position, and</li> <li>b) Override System is armed only after landing.</li> </ul>
					NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
	2) (-300/-400/-500)	С	2	1	(M)(O) One may be inoperative provided thrust reverser is locked in forward thrust position.
	3) (-600/-700/-800/ -900)	С	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Thrust reverser is locked in forward thrust position, and</li> <li>b) Appropriate performance adjustments are applied.</li> </ul>
2.	REVERSER UNLOCKED Lights (-100/-200/-300/ -400/-500/)	С	2	1	(M) One may be inoperative provided reverser is locked in closed (forward thrust) position.
	,				NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
3.	Thrust Reverser In Transit Lights				DELETED in Revision 30.
4. ***	Thrust REVERSER ARMED Light(s) (-100/-200)	С	-	0	(M) May be inoperative provided lights are deactivated.
					NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.
5.	Thrust Reverser Override Switches (-100/-200)	С	2	1	One may be inoperative for an associated inoperative thrust reverser.
	( 120 200)				NOTE: Relief also applies to airplanes modified by STC SA5730NM or ST00131SE.

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SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUME	BER INSTALLI	ED		
			3.	NUMBER RE	QUIRED FOR DISPA	тсн	
78 - ENGINE EXHAUST				4. REM	ARKS OR EXCEPTION	ONS	
6. Thrust Reverse *** LOW PRESSU Light (-100/-20	IRE	1	0	NOTE 1: Rev Sys	noperative provided a ore each departure. verse thrust may not b stem A pressure is los ief also applies to airp C SA5730NM or ST00	oe available t. olanes modi	when
7. REVERSER Li (Aft Overhead Panel) (-300/-4 -500/-600/-700 -800/-900)	·00/	2	1	(M) One may reverser is lo	be inoperative providual p	ded associa	ted osition.

	PARTMENT OF TRANSI AL AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCRA	AFT:			REV	VISION NO: 52 PAGE:
B-737				DAT	E: 04/29/2008 79-1
SYSTER SEQUE NUMBE	NCE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
79 - EN	GINE OIL				4. REMARKS OR EXCEPTIONS
1.	Oil Quantity Indication Systems	В	2	1	<ul> <li>(M) Except for ER operations, one may be inoperative provided: <ul> <li>a) Oil tank is filled to maximum recommended capacity at each refueling,</li> <li>b) There is no evidence of above normal oil consumption or leakage, and</li> <li>c) Associated low oil pressure warning system operates normally.</li> </ul> </li> </ul>
***	1) Oil Quantity Indicator Test Switch (-100/-200/-300/ -400/-500)	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Oil tanks are filled to maximum recommended capacity at each refueling,</li> <li>b) There is no evidence of above normal oil consumption or leakage, and</li> <li>c) Engine low oil pressure warning systems operate normally.</li> </ul>
2.	Oil Filter Bypass Warning Systems	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Malfunction is in warning system, and</li> <li>b) Oil filter is inspected for presence of contaminants once each flight day.</li> </ul>
3.	Oil Temperature Indicators				DELETED prior to Revision 27.
4.	Oil Low Pressure Warning Systems	В	2	0	May be inoperative provided associated oil quantity indication operates normally.
5.	Oil Pressure Indicators				DELETED prior to Revision 27.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION					MASTER MINIMUM EQUIPMENT LIST
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SYSTEM & 1. SEQUENCE ITEM		2.	NUME	BER INSTALLED	
NUMBER			3. NUMBER REQUIRED FOR DISPATCH		
80 - STARTING				4. REMARKS OR EXCEPTIONS	
1.	Starter Valve Open Indications				
***	1) (-100/-200)	С	2	0	May be inoperative provided Start Valve Arming System is installed and operating normally.
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1	(O) One may be inoperative provided it is checked after engine start that associated valve is closed.
2. ***	Engine Starter Auto Cutout				
	1) (-100/-200)	С	2	0	May be inoperative provided:  a) Flight crew manually selects Start Switch to OFF at 40% N2, and b) Takeoff in icing conditions is not permitted with No. 1 Engine Starter Auto Cutout inoperative.
	2) (-300/-400/-500)	С	2	0	May be inoperative provided flight crew manually selects Start Switch OFF at 46% N2.
	3) (-600/-700/-800/ -900)	С	2	0	May be inoperative provided flight crew manually selects Start Switch OFF or AUTO at 55% N2.
3.	Starter Valves				
	1) (-100/-200)	С	2	0	(M)(O) May be inoperative provided alternate starting procedures are established and used.
	2) (-300/-400/- 500)	С	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Modified Main Engine Controls or production equivalent have been incorporated,</li> <li>b) Associated start valve light operates normally, and</li> <li>c) Manual override start procedures are used.</li> </ul>
	3) (-600/-700/-800/ -900)	С	2	1	<ul> <li>(M)(O) Except for ER operations, one may be inoperative provided:</li> <li>a) Associated start valve indication operates normally, and</li> <li>b) Manual override start procedures are used.</li> </ul>
4. ***	Starter Valve Arming System (-100/-200)	С	1	0	May be inoperative provided Starter Valve Open Lights are installed and operating normally.